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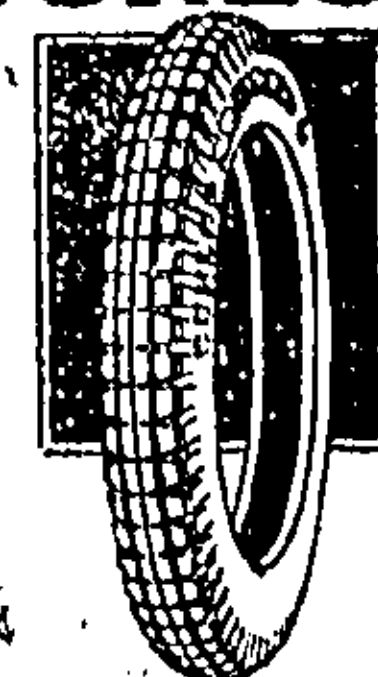
TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day was 11 1/4d.

No. 27,761

HONG KONG, THURSDAY, APRIL 2, 1931.

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LAND OFFICE REVENUE.

Big Increase Reported for 1930.

MORE CROWN LEASES.

The report of the Land Officer for the year 1930 states, in part: Registration.

During the year 5,517 instruments were registered under the provisions of Ordinance No. 1 of 1844, an increase of 1,267 on the preceding year.

The total number of instruments registered under the provisions of the above mentioned Ordinance (since 1844) to the end of the year 1930 was 122,893.

The total consideration on sales, mortgages, surrenders and miscellaneous land transactions amounted to \$130,058,744.19.

Grants of Land.

The total area of land leased during the year under review was 532 acres and 5.9/10 poles, of which 458 acres, 1 road and 23 poles were dealt with by the District Officers.

Surrenders.

Seventy-four surrenders of land required for public purposes (including surrenders under contracts of exchange) were prepared and registered in the Land Office, the total consideration for those required for public purposes amounting to 1,145,705.50.

Crown Leases.

Eight hundred and seventy-four Crown leases were issued during the year, as against 242 in the previous year—an increase of 632.

Fees.

The total amount of fees collected (exclusive of the New Territories) amounted to \$116,854.75 being an increase of \$40,724.25 on the preceding year.

Land registration fees in the New Territories amounted to \$7,610.30 and Crown lease fees to \$90.

Stamp Duties.

Stamp duties paid on registered documents (exclusive of probates and letters of administration) amounted to \$669,124.15.

Stamp duties on probates and letters of administration registered amounted to \$509,316.20.

Crown Rents.

The number of lots entered on the Hong Kong and Kowloon Crown rent roll was 6,521, an increase of 395 on the preceding year.

The Crown Rents on this roll amounted to \$623,431.65—an increase on the preceding year of \$18,888.04.

The number of lots entered on the Village Crown rent roll was 3,241—the same as the preceding year.

The Crown rents on this roll amounted to \$1,753.55, the same as in the preceding year.

The total Crown rents amounted to \$625,185.21—an increase of \$18,888.04 on the year 1929.

The increase was occasioned by the sale of new lots and revision of Crown rents.

Documents.

One thousand seven hundred and forty-three miscellaneous documents were prepared in the Land Office during the year, being an increase of 956 on the year 1929.

ANOTHER SKIPPER FINED.

Captain J. Davidson, master of the s.s. Clara Jensen, was to-day summoned before the Hon. Comdr. G. F. Hole, R.N., (retired), by Boarding Officer R. J. Nunn for having arrived in the Colony on March 29 with pigs in crates on board, the animals not being stowed in accordance with Livestock Import and Export regulations.

He pleaded "guilty" and the Magistrate imposed the maximum fine of \$100, or two months' hard labour in default.

To-day Chan Lan was charged in the Kowloon Police Court with keeping a gaming house at 45, Shanghai Street, and with having possession of 128 pool lottery tickets. On the first count he was fined \$50 or six weeks' imprisonment, and on the second \$75 or six weeks' jail.

CONTEMPT OF THE COURT.

Solicitor's Views of the U.S. Government. AWAITING IDENTIFIER.

"This Court has been treated with contempt, and the Hong Kong Government has been treated in a most abominable fashion by the United States Government," declared Mr. F. H. Loseby in the Central Police Court this morning, when, before Mr. W. Schofield, he stated that the time had now come for his client's release. Mr. Loseby is defending a married woman, Jeng Shee, who is charged with the embezzlement of \$25,000 (gold) in California and against whom the Crown is seeking extradition.

Mr. T. Murphy, A.S.P., representing the Crown, said that the position was unchanged, and they had had no further intimation from America through the Consul here.

His Worship: I thought some further information would come before the end of the month?

Mr. Murphy replied that he hoped the identifier and the escorts would be here by that time or before.

Release Requested. Mr. Loseby reminded his Worship that his client was arrested on February 23. He thought the time had now come for her discharge. There was not one word of evidence against her at present, and the only evidence he presumed his Worship had was that of a small cable from an American Police officer. He asked for his client's release.

The Magistrate: I hope that by next hearing we shall hear from America when they are sending the escort.

Mr. Murphy: I will endeavour to get some information on the subject of the case, there are the holidays intervening and they will take four days out of the week.

Mr. Loseby argued that, under the Treaty, the escort should be provided by Hong Kong, and on arrival in America the U.S. Government would refund the money spent on the passage.

Most Important Person. Mr. Murphy agreed that the escort could be provided by Hong Kong, but the identifier could not, and that person was most important.

Mr. Loseby remarked that if his friend had a doubt as to the woman's identity, she should be released at once.

Mr. Murphy pointed out that he had not said that he had any doubts.

His Worship remanded accused for another week, on the former bail of \$75,000.

FEWER MARRIAGES. REPORT OF REGISTRAR FOR LAST YEAR.

The report of the Registrar of Marriages for the year 1930 states:—

The number of marriages celebrated in the Colony during the year was 187 (of which 85 were between Chinese persons) as compared with 225 (and 94) respectively in 1929—a decrease of 38.

The total amount of fees received was \$2,059 as compared with \$2,440.75 in 1929—a decrease of \$381.75.

Marriages by Special Licence—25.

At licensed places of public worship—8.

At the office of the Registrar of Marriages—17.

Marriages by Registrar's Certificate—162.

At licensed places of public worship—128.

At the office of the Registrar of Marriages—39.

CAUGHT IN ACT.

THEFT OF SCALES FROM A LINER.

How an observant watchman employed by the Kowloon Godowns arrested a Chinese coolie was related in the Kowloon Police Court to-day when Young On, charged before Mr. E. W. Hamilton with the theft of a Chinese scale from the s.s. Empress of Asia.

It was stated that at about 8.45 p.m. yesterday, whilst the ship was

AIRCRAFT CARRIER IN COLLISION.

H.M.S. Glorious Hits French Liner. SEVERAL KILLED.

London, Yesterday. H.M.S. aircraft carrier Glorious collided with and severely damaged the French 9,000-ton liner Florida, off Gibraltar.

All the Florida's passengers were safely transferred to the Glorious, which is towing the Florida.

Several of the latter's crew were left aboard dead.

Cruisers and destroyers are standing by.

Collision in Dense Fog. Later.

H.M.S. Glorious collided with the Florida in dense fog at 6 p.m. The Florida was holed on her port side in the fore part.

H.M.S. Glorious has taken 500 passengers of the Florida aboard and is now towing the Florida stern first to Malaga.

Seventeen aircraft attached to the Glorious, which were flying at the time of the collision and were unable to return to her, have arrived safely at Malaga aerodrome, where the Spanish authorities gave them permission to land.

Accidents Frequent. H.M.S. Glorious' collision is the fourth warship collision within about a month. The battleship Nelson collided with the Cardiff steamer West Wales in fog on Sunday off Cape Vilano, Spain, the Nelson being slightly damaged.

The Walrus and Whitley were damaged at Gibraltar during Fleet exercises in March and the Shamrock and Tourmaline collided in picking up their moorings at Gibraltar. The Dorsetshire collided and sank a ketch at Plymouth Sound.—Reuter.

EMPIRE TEA MARKET THREATENED.

Producers and Principle of Preference.

DUTCH COMPETITION.

London, Yesterday. The British Empire Producers Organisation has written to the Chancellor of the Exchequer requesting the maintenance of the principle of Empire preference.

"In any re-imposition of the tea duty," saying that the removal of preference would give a strong impetus to the movement already threatening the position of Empire tea in the United Kingdom market, namely, the development of tea production in the Dutch East Indies and a consequent increase of their proportional import to Britain.—Reuter.

REGULATION OF TIN EXPORTS.

International Research Scheme.

MEETING IN LONDON.

London, Yesterday. The Colonial Office announces that an International Committee to regulate the production and export of tin, which held its first meeting in London yesterday, is asking the Governments of Siam, Burma, and certain other countries, the tin production of which is important to adhere to the scheme.

The participating Governments have been requested to intimate as soon as possible whether to approve of the principle and the suggestion of an international research scheme.—Reuter.

discharging passengers, the watchman noticed the scale being passed through a port hole to the accused. The latter said that he was only acting as a coolie in carrying the scale.

He admitted five previous convictions, and was sent to jail with hard labour for six months.

CLOSER UNION FOR WEST INDIES?

Lord Passfield Reviews the Situation. FEDERATION PROPOSAL.

Rugby, Yesterday. In a despatch to the Governors of Trinidad, Windward Islands, and Leeward Islands, Lord Passfield, Secretary for the Colonies, states that he has been carefully considering the question of a closer union between the Islands and the many issues which such an administrative change would involve.

He proposes that a Commission, probably consisting of two or three persons with very broad terms of reference, should proceed as soon as possible to the Colonies concerned to conduct a comprehensive enquiry into the whole question.

Before coming to any decision as to the appointment of such a Commission, Lord Passfield has asked the Governors whether they concur in principle in the proposal, and to submit their views at an early date.

Lord Passfield's despatch, which reviews the whole subject of Federation in the Caribbean area, expresses the view that at least at the present, the proposed inquiry could not be usefully extended to other Colonies.—British Wireless Service.

SOME RAIN.

The Royal Observatory's weather report to-day states:—The anticyclones have weakened and is now central near Shanghai.

Fresh to moderate monsoon along the S.E. coast of China and over the N. China Sea.

Local forecast: E. winds, moderate; generally overcast; some rain.

Rainfall. Rainfall for 24 hours ended at 10 a.m.—nil. Rainfall since January 1—4.05 inches against an average of 6.36 inches—deficit 2.31 inches.

Temperature. The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	64
Macao	65
Pratas Island	76
Manila	74
Foochow	54
Amoy	60
Swatow	61
Chefoo	64
Shanghai	49

MR. N. CHAMBERLAIN RESIGNS.

Task of Reorganisation Completed.

LORD STONEHAVEN IN CHAIR.

Rugby, Yesterday. The retirement was announced to-night of Mr. Neville Chamberlain from the Chairmanship of the Conservative Party Organisation.

Mr. Chamberlain took over this post last June to effect measures of reorganisation, which he has now completed.

Lord Stonehaven, formerly Governor-General of Australia, has consented to undertake the Chairmanship of the Party.—British Wireless Service.

FORTUNE LEFT BY MISSIONARY.

Miss Lillas Graham Leaves \$101,000.

London, Yesterday. Miss Lillas Catherine Graham, of the English Presbyterian Mission in Chingcheu, left \$101,000.—Reuter.

Rubber fell to-day to 3 1/4d. per lb. on the London exchange. This is a new low record. The average price last year was 5-15/16d. per pound and for 1929 10 1/4d. Excessive stocks and the absence of sufficient demand and the continuing depression in New York are the principal causes of a further fall. To-day's drop was one-eighth of a penny.—British Wireless Service.

AIR MAIL FLIGHT TO AUSTRALIA.

To Follow Present Route to Allahabad. EXPERIMENTAL TRIP.

London, Yesterday. The experimental Britain to Australia air mail flight follows the existing route to Delhi, thence to Allahabad, Calcutta, Rangoon, Tavoy, Victoria Point, Alor Star, and Singapore where it is due to arrive on April 16, thence to Batavia, Bima, and Port Darwin.—Reuter.

[An earlier message stated:—Arrangements have been completed between the Post Office, the Air Ministry and Imperial Airways for the immediate operation of two experimental return air-mail flights between Britain and Australia, via India and Singapore.]

The first outward flight is due to leave Croydon on Saturday next, April 4, and is scheduled to cover the 11,194 miles between London and Port Darwin in fifteen days.

At Port Darwin, on April 19, an Australian aeroplane will connect with the Imperial Airways liner, conveying the mails to Sydney and Melbourne.

The return flight from Port Darwin will start on April 27, and will arrive in London, according to present arrangements on May 14.

The second outward-bound mail plane will leave London on April 25, arriving in Australia on May 10, and setting out on the second return flight on May 17.]

SOLO FLIGHT TO AUSTRALIA.

British Ex-Officer on Adventurous Trip. HOPES TO BEAT RECORD.

Rugby, Yesterday. Mr. Anderson Scott who left Britain to-day on a solo flight to Australia and hopes to beat Capt. Kingsford-Smith's nine days record, is using a 120 horse-power Gipsy Moth, fitted with extra tanks. Scott, who previously was a Flying Corps Officer, is following a route via Sofia, Aleppo, Bushire, Karachi, Rangoon, Singapore, Bima, and Port Darwin.—British Wireless Service.

RUBBER ROADWAYS FOR HOSPITALS.

Price of Blocks Still Relatively High. COUNCILS TO JUDGE.

London, Yesterday. In the House of Commons Mr. Graham White (Labour) asked the Minister of Transport, in view of the low price of rubber, to recommend that roadways near urban hospitals be covered with a rubber surface.

Mr. Morrison replied that the cost of rubber paving blocks was still relatively high, and expressed the opinion that the local authorities were the best judges in the matter.—Reuter.

DROP IN RUBBER. NEW LOW RECORD REACHED ON LONDON.

EXCESSIVE STOCKS. Rugby, Yesterday. Rubber fell to-day to 3 1/4d. per lb. on the London exchange. This is a new low record. The average price last year was 5-15/16d. per pound and for 1929 10 1/4d. Excessive stocks and the absence of sufficient demand and the continuing depression in New York are the principal causes of a further fall. To-day's drop was one-eighth of a penny.—British Wireless Service.

MISS ENGLAND II. KAYE DON TO MAKE SPEED TEST.

RIVER SWOLLEN.

Buenos Aires, Yesterday. The repairs to Miss England the Second have been completed. In spite of the swollen state of the Parana River, Kaye Don has announced that he intends to make a speed test of the boat at 8 a.m. on April 2.—Reuter's American Service.

FRENCH BUDGET. DEFINITELY ADOPTED BY THE CHAMBER.

Paris, Yesterday. The French Budget for 1931-1932 has definitely been adopted with 50,648,000,000 and 35,395,000,000 francs expenses 50,640,000,000 and 35,352,000,000 francs returns, respectively. The session has closed and Parliament will re-open on May 5.—Havas.

The Naval authorities notify the Harbour Master that firing practice will be carried out using star shells in Mrs. Bay between 8 and 8.20 p.m. on April 8, and a bombardment practice will take place at Sharp Peak range during the forenoon of April 9.

KIDNAPPED BOY RECOVERED.

Shumchun Police's Smart Work. VALUE OF A PHOTOGRAPH.

Two Chinese, Lei Hung-cheung and Yung Kwong-wah, both pleaded guilty before Mr. Schofield in the Central Police Court, this morning, to a charge of kidnapping a Chinese boy, six years of age, from 101 Third Street.

Det. Sergeant R. J. Clarke said that on the afternoon of March 18 a woman reported at No. 7 Police Station that her son had been missing since 2.30 p.m. A description of the boy was circulated to all stations, and the woman left a photograph of him.

A Friend Indeed! On March 20, a male friend of complainant's family was going to Sumchun in search of his nephew who had also been kidnapped. Hearing of his friend's misfortune, he took the photograph of her boy with him. On arrival at Sumchun, he went into No. 3 Police Station, and there saw complainant's son, whom he recognised by the photograph. The two accused were in custody then. Communications were made, and the boy returned on March 22. After a letter had been sent to the Canton Police, the accused were brought to Hong Kong yesterday.

Det. Sergeant Clarke, in reply to his Worship, said that first accused had lost \$80, in gambling one day, and on the following day he met second accused, who offered to take him to his uncle's house in Third Street for the purpose of borrowing some money. The uncle refused, and the two men moved off to Second Street, where at a meat stall they saw the boy. They offered him a piece of meat, and then took him for a tram ride, alighting near the Mongkok ferry wharf on the Praya. Second accused took the lad over to Mongkok and the first man followed on the next ferry.

Boy's Jackets Pawned. In Mongkok, the men pawned two jackets, which the boy had been wearing. First accused obtained three tickets at the Yaumaiti Railway Station, and they went to Sumchun, where, the first man booked a room in a boarding house for \$1 a night.

The Police officer here remarked that it seemed to him that the Sumchun Police have a custom of visiting boarding houses nightly to see who the occupants are. They went to the house where accused and the boy were, and the house-keeper told them that she had two suspicious-looking characters in one of her rooms. The Police then arrested the men, and with the boy, went to the Police Station.

The Magistrate passed sentence of nine months' hard labour, with 20 strokes of the birch, on each accused.

HOUSE BOY VANISHES.

A house boy employed by Mr. M. Gauthier, of No. 1, Hart Avenue, Kowloon, is alleged to have absconded with a quantity of clothing and some blankets.

The total value of the goods is \$235. Most of them were recovered by the Police from a pawnshop; but eight shirts, valued at \$16, have still to be traced.

HORRORS OF 'QUAKE IN NICARAGUA.

Injured Pinned Under Debris. PALACE UNHARMED.

Rugby, Yesterday. Unofficial estimates of the casualties from yesterday's earthquake, which caused the total destruction of Managua, the Nicaraguan Capital, place the deaths at over 1,000 and injured 3,000. The damage was apparently localised to Managua, where the fire caused by burst gas mains added to the terrifying situation. Fire is still raging this afternoon.

Official information received in London from the British Consul in Managua stated that fire is threatening the British Legation, but it is believed that there are no casualties among the British Colony. Assistance is being rushed to the district by aeroplanes and ships.—British Wireless Service.

Panama, Yesterday. The moans of the injured, pinned under the debris, filled the air as United States marine patrols scrambled over the smouldering ruins of Managua to succour them.

While fire raged through the central business district, volunteers raced ahead of the flames, removing the injured, heedless of the risks from falling walls.

In the only hospital standing, United States marine doctors and nurses treated hundreds who were seriously injured.

Above the tragic scene, the new Presidential Palace, built on a hill overlooking the city, stands unharmed.

Another Shock. New York, Yesterday. Wireless reports now estimate that the death toll at Managua is likely to reach 2,500. The New York Times correspondent at Balboa states that 1,100 dead have already been found. Another shock, said to have been of "fair intensity," occurred at nine o'clock last night and helped to complete the ruin of the city.

The death toll, great as it is, would have been still heavier but for the fact that many officials and 40 per cent. of the population had left the city for the seaside for the Easter holidays.

One hundred and fifty prisoners were crushed to death in the ruins when the penitentiary building collapsed.

The earthquake was quite local. The city will have to be entirely rebuilt as it is now at the mercy of the flames. The work of fighting the conflagration is well nigh impossible as the fire is no sooner checked in one quarter than it breaks out in another.

Martial Law. United States Marines are assisting in the enforcement of martial law, shooting at sight anyone attempting to loot ruined buildings.

At one time a plan was laid to dynamite the Anglo-South American Bank building which has \$11,000 in cash deposited in its safes, in order to divert the advancing flames from the residential district, but the scheme had to be abandoned when it was found that the walls were so tottery that laying charges would be fraught with the gravest danger.

The Anglo-Central American Commercial Bank and the West Indian Oil Company's buildings have also been wiped out.

Tremendous Loss. Later. The damage done at Managua is provisionally estimated at \$7,000,000. It is believed that the bulk of the loss will fall on British insurance companies.—Reuter's American Service.

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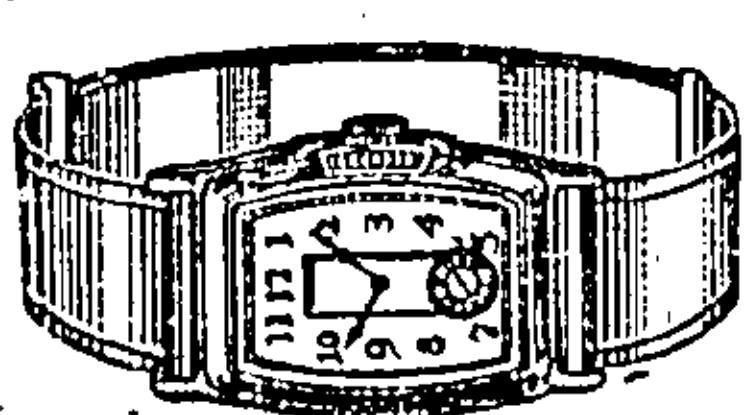
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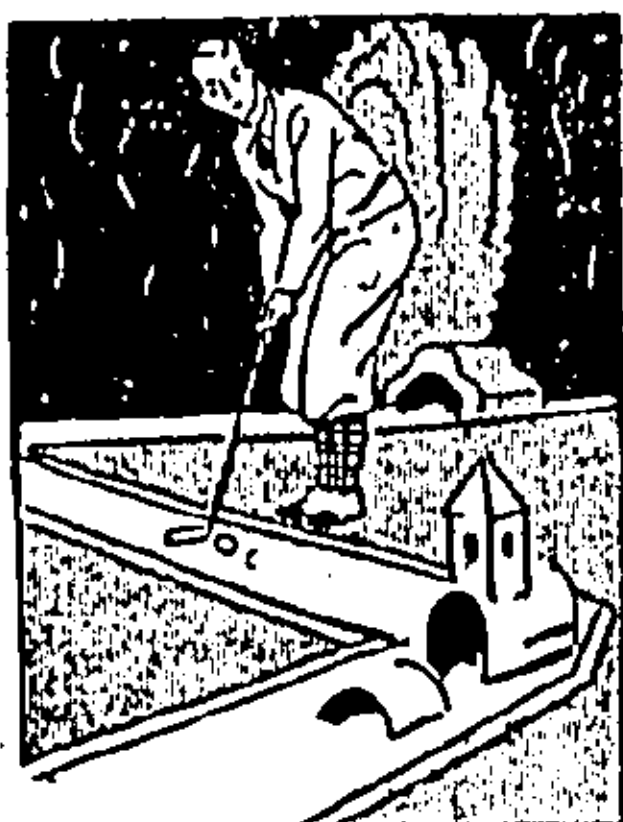
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LITERATURE



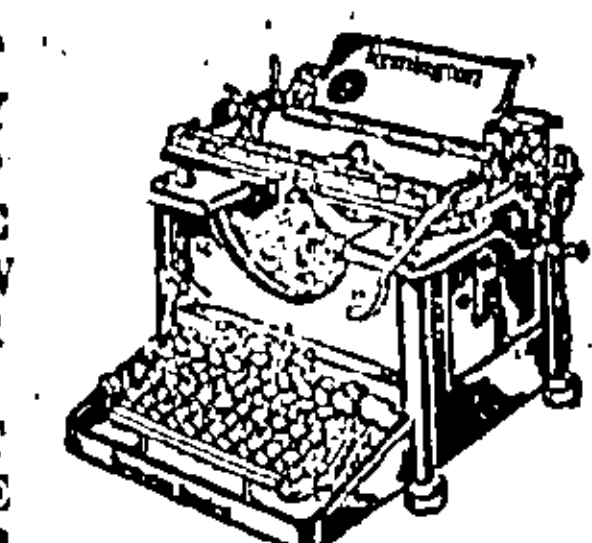
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GOVERNMENT NOTICES



PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on TUESDAY, the
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8 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Mong Kok Tsui, in the Colony
of Hong Kong, for a term of 75
years, with the option of renewal at
a Crown Rent to be fixed by the
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for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	18,410	335	2435



PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on TUESDAY, the
7th day of April, 1931, at
8 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Mong Kok Tsui, in the Colony
of Hong Kong for a term of 75
years, with the option of renewal
at a Crown Rent to be fixed
by the Surveyor of His Majesty
the King, for one further term of
75 years.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	18,410	335	2435

GOVERNMENT NOTICES



PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction
to be held on TUESDAY, the
7th day of April, 1931, at
8 p.m., at the Offices of the
Public Works Department, by
Order of His Excellency the Gov-
ernor, of one Lot of Crown Land
at Shamshuipo, in the Colony
of Hong Kong for a term of 75
years, commencing from 1st July,
1898, with the option of renewal
at a Crown Rent to be fixed by
the Surveyor of His Majesty the
King, for one further term of 24
years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Boundary Measurements	Contents in Square Feet	Annual Rental	Upset Price
1	Lot 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	12,400	50	1875

HONG KONG FOOTBALL
ASSOCIATION.

NOTICE OF REMOVAL.

EFFECTIVE from the 1st
of APRIL, 1931, the present
Office at the French Building will
be REMOVED to No. 20, Ice House
Street, Ground Floor.

W. E. HOLLANDS,
Hon. Secretary.

Hong Kong, 31st March, 1931.

THE HONG KONG JOCKEY
CLUB.

EASTER EXTRA MEETING, 1931.

IN ALL HANDICAP EVENTS, if
the Top Weight does not accept,
all weights will be raised 5 lb.
Owners of Ponies carrying top
weight are requested to notify the
Secretary at their earliest conveni-
ence whether they intend to accept.
By Order,
C. B. BROWN,
Secretary.

Hong Kong, April 1, 1931.

SPORT NOTICES

THE HONG KONG JOCKEY
CLUB.

THE SECOND EXTRA RACE
MEETING will be held (wea-
ther permitting) at Happy Valley
on SATURDAY, 4th April and on
MONDAY, 6th April, 1931, com-
mencing at 12.30 p.m. on both
days.
The first bell will be rung at
12 o'clock noon.
There will be an interval for
Tea after the 2nd Race on both
days.

MEMBERS' ENCLOSURE.

Members are notified that they
and their ladies must wear their
badges prominently displayed.
No one without a badge will be
admitted to the Members' Enclo-
sure. Badges admitting non-
members to the Members' Enclo-
sure and Club Rooms at \$5 per day
for Gentlemen and \$3 for Ladies
both including tax) are obtainable
through the Secretary upon intro-
duction by a member, such member
to be responsible for payment of
all chits, &c.

Badges admitting to Members' Enclosure will not be on sale at the Race Course.

Members can obtain upon ap-
plication to the Secretary badges
(limited to ONE) for the free ad-
mission to the Members' Enclosure
of wives, lady relatives and
friends. Names must be stated
when applying.

On no pretext will children be
permitted in either Enclosure dur-
ing the Meeting.

PUBLIC ENCLOSURE.

The Price of admission to the
Public Enclosure is \$2 per day in-
cluding tax, for all persons includ-
ing ladies and is payable at the
Gate.

Soldiers and Sailors in uniform
are admitted half price.
Bookmakers, Tic Tac men, &c.
will not be permitted to operate
within the precincts of the Hong
Kong Jockey Club during the Race
Meeting.

Tiffin will be served in the Res-
taurant in the Public Enclosure
during the tiffin interval.
By Order,
C. B. BROWN,
Secretary.

Hong Kong, 28th March, 1931.

GENERAL NOTICES

A. S. WATSON & CO., LIMITED.

NOTICE.

ON FRIDAY, April 3, and
EASTER MONDAY, April 6,
All Departments will be CLOSED.
On these days,
The Hong Kong Dispensary, Dis-
pensing Department, will be OPEN
for dispensing prescriptions from
10 a.m. to 1 p.m. and from 6 p.m.
to 7.30 p.m.
On SATURDAY, April 4, all de-
partments will be open as usual.
Hong Kong, April 1, 1931.

A. S. WATSON & CO., LIMITED.

NOTICE.

ON AND AFTER 1ST APRIL
NEXT, the Hong Kong Dis-
pensary Drug Store and the Wine
Department will observe the fol-
lowing hours of business.
8.30 a.m. to 5 p.m. except Satur-
days when both Stores will close
at 1 p.m. The Hong Kong Dis-
pensary, Dispensing Department, will
be open.
On week days until 7.30 p.m.
On Sundays and Public Holidays
10 a.m. to 1 p.m. and from 6 p.m.
to 7.30 p.m.

A. S. WATSON & CO., LIMITED.
Hong Kong, 28th March, 1931.

BANK HOLIDAYS

IN Accordance with Government
Ordinance, the EXCHANGE
BANKS will be CLOSED for the
Transaction of Public Business on
FRIDAY, SATURDAY and MON-
DAY, the 3rd, 4th and 6th April
(Easter Holidays).

Hong Kong, 27th March, 1931.

NEDERLANDSCH INDISCHE
HANDELSBANK, N.V.
(Netherlands India Commercial
Bank) Established 1863 at
Amsterdam.
Hong Kong Agency.

NOTICE.

NOTICE IS HEREBY GIVEN
that as from April 7 next,
this Bank will occupy New Pre-
mises at 6, Des Voeux Road Cen-
tral (Opposite present Office).
C. J. ENDERT,
Manager.

Hong Kong, March 30, 1931.

GENERAL NOTICES

CHINA PROVIDENT, LOAN &
MORTGAGE CO., LTD.,
HONG KONG.

NOTICE IS HEREBY GIVEN
that DIVIDEND WARRANTS
will be available on April 8, 1931,
and will be delivered against ap-
plication by shareholders in per-
son or in writing to the Registered
Office of the Company, 178, Con-
naught Road West.

By Order of the Board,
D. L. KING,
Secretary.

Hong Kong, March 31, 1931.

INDUSTRIAL & COMMERCIAL
BANK, LTD.
(In Liquidation.)

A FIRST DIVIDEND is intend-
ed to be declared in the
matter of the Industrial & Com-
mercial Bank, Ltd. (In Liquidation).

Creditors who have not proved
their debt by the 31st day of July,
1931, will be excluded from this
dividend.
Proofs should be sent to the
undersigned at 6, Des Voeux Road
Central, Hong Kong, on or before
the 31st day of July, 1931.

Dated the 31st March, 1931.

J. HENNESSEY SETH,
S. HAMPDEN ROSS,
Joint Liquidators.

NOTICE.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL
MEETING of Members will
be held on WEDNESDAY, April 8,
1931, at 6 o'clock instead of April
9, 1931, as previously notified.
JAMES STEWART,
Hon. Secretary.

Hong Kong, April 1, 1931.

OUR
LADIES' TAILORING
DEPARTMENT

undertakes to execute orders
FOR MAKING DRESSES &
GOWNS on latest styles with-
in 16 hours.

LOVELY SILK STORE

No. 2, Stanley Street, Tel. 22100.
(Adjoining D'Aguiar Street)

GENERAL NOTICES

NOTICE.

NOTICE IS HEREBY GIVEN
that the interest of Mr.
NOEL VICTOR AMOR
CROUCHER in our firm ceased as
from the 31st day of March 1931.
BENJAMIN & POTTS.
Dated the 1st of April, 1931.

NOTICE.

NOTICE IS HEREBY GIVEN
that we have to-day admit-
ted Mr. SHI YU-MAN as a part-
ner in our firm.
BENJAMIN & POTTS.
Dated the 1st of April, 1931.

NOTICE.

I HEREBY GIVE NOTICE that I
have retired from the firm of
Messrs. BENJAMIN & POTTS as
from the 31st day of March, 1931,
and have opened offices at Ex-
change Building where I am carry-
ing on business as a Stock & Share
Broker, as from the date hereof
under the style or firm name of
"Croucher & Co."
N. V. A. CROUCHER.
Dated the 1st of April, 1931.

NOTICE.

WE have to-day admitted Mr.
WILLIAM ARTHUR
CORNELL of Victoria, Hong Kong,
Architect, as a Partner in the
Hong Kong Branch of our Busi-
ness.
PALMER & TURNER.
Hong Kong, 1st April, 1931.

PHOTO SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZIESS and BUSCH
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons.	From Hong Kong About	Destination.
*SMIRZAPORE	6,715	8th Apr.	Straits, Colombo & Bombay.
*KARMALA	9,128	11th Apr.	Mars., L'don, Hull, R'dam & A'werp
RAJPUTANA	10,568	25th Apr.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*SOUDAN	16,132	2nd May	Straits, Colombo & Bombay.
*KIDDERPORE	6,334	5th May	Mars., L'don, Hull, R'dam & A'werp
*KALYAN	9,144	9th May	Bombay, Marselles & London.
*FOMORIN	16,132	23rd May	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*BURDWAN	—	30th May	Straits, Colombo & Bombay.
*KASIMIR	8,985	6th June	Mars., L'don, Hull, R'dam & A'werp
RANPURA	16,001	20th June	Bombay, Marselles & London.
*KASIGAR	9,005	4th July	Marselles, L'don, R'dam & A'werp
RAWALPINDI	16,019	18th July	Bombay, Marselles & London.
*KIYDER	9,114	1st Aug.	Marselles, L'don, R'dam & A'werp
*SOMALI	—	8th Aug.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAJPUTANA	16,568	15th Aug.	Bombay, Marselles & London.
*KARMALA	9,128	29th Aug.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
CATHAY	16,121	12th Sept.	Marselles, London, Hull, Hamburg, Rotterdam & Antwerp.
*SOUDAN	—	19th Sept.	Straits, Colombo & Bombay.
*KALYAN	9,144	26th Sept.	Marselles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Port Swettenham.
§ Calls Karachi. ¶ Calls Havre. ** Calls Bremen.
Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

SANTHIA	7,754	11 Apr.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Apr.	Singapore, Penang & Calcutta.
TAKADA	9,940	3rd May	Singapore, Penang & Calcutta.
SIDDHANA	7,745	13th May	Singapore, Penang & Calcutta.
TILAWA	10,006	27th May	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	6,853	1st May	Manila, Rabaul, Brisbane, Sydney
TANDA	9,950	8th May	Manila, Rabaul, Brisbane, Sydney
ST. ALBANS	4,904	1st July	Manila, Rabaul, Brisbane, Sydney

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
Hong Kong to Sydney—19 days.
Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	6,853	8th Apr.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	10th Apr.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	9,940	17th Apr.	Shanghai, Moji, Kobe & Yokohama.
BURDWAN	7,745	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
SIDDHANA	7,745	24th Apr.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	8th May	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	8th May	Shanghai, Moji, Kobe & Yokohama.
TANDA	9,950	8th May	Shanghai, Moji, Kobe & Yokohama.
RANPURA	16,001	22nd May	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	24th May	Shanghai, Moji, Kobe & Yokohama.
KASIGAR	9,005	5th June	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	4,900	5th June	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,019	19th June	Shanghai, Moji, Kobe & Yokohama.
KHYBER	9,114	3rd July	Shanghai, Moji, Kobe & Yokohama.
NELLORE	6,853	6th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,568	17th July	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	31st July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS AND SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in this establishment is
guaranteed. We have over thirty years' experience. We own two Slip-
ways and can accommodate any craft of 200 feet long.
Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.
Shipyard: Sham Shui Po, Kowloon, Hong Kong. Kowloon Tel. 57029.
Estimates furnished on application.
Hong Kong, April 1, 1931.

ROUND THE CINEMAS

CONWAY TEARLE TURNS
TALKIE ACTOR.

"GOLD DIGGERS."

Conway Tearle is a silent screen
star who has just made his talking
picture debut in "Gold Diggers of
Broadway," Warner Bros. 100 per
cent. natural colour, talking, sing-
ing, and dancing Vitaphone picture
now showing in the Queen's Thea-
tre. He proves himself among the
most adept of talking picture actors
due to his training on the speaking
stage before he ever went to Holly-
wood.

Mr. Tearle plays the leading male
role "Gold Diggers of Broadway,"
with Nancy Welford in the leading
feminine role. Other principal
parts are played by Ann Penning-
ton, Winnie Lightner, Lilyan Tash-
man, Gertrude Short, Helen Foster,
Nick Lucas, Albert Gran, and Wil-
liam Bakewell.

Mr. Tearle was born in New York
City of a British stage family. He
is a brother of Godfrey Tearle, the
popular London actor. He was edu-
cated in Britain, and appeared on
the speaking stage in that country
and in the United States. He has
played opposite many of leading
women stage stars.

"ALF'S BUTTON."

If you still like fairy tales, the
kind that you find in children's
books, then you will like "Alf's But-
ton," now showing in the Central
Theatre.

It concerns a British Tommy back
of the lines in France who falls in
a mud-hole—comedians have been
falling in the mud since time im-
memorial—and gets a new issue of
clothes. One of the buttons on his
new blouse has magical powers, a
sort of an Aladdin Lamp affair. All
that is necessary to have what one
wants is to rub the button and pre-
sto, a magic appears ready to
build palaces, provide gold, women;
in fact, anything that a Tommy
could wish for.

Imagine a Tommy failing to take
advantage of such a situation. The
one in this picture makes the best
possible use of it and taking his pal
with him, retires to an Oriental
palace in Britain. Imagine that. To
make a long story short, much trou-
ble ensues and the Tommy desires
to get rid of his riches and return
to khaki. That's about all there is
to it.

Tubby Edlin, under-sized comic,
plays the part of Alf, while a big
husky named Alf Goddard is cast as
Bill Grant, his pal.

"SAY IT WITH SONGS."

Known to the fashion world as
"America's Foremost Stylist of
Youthful Feminine Apparel,"
Charles Hoffman has won further
fame as the creator of Marian
Nixon dresses.

Mr. Hoffman first came into pro-
minence four years ago, when he
created the black and white vogue,
which took American femininity
by storm. He followed this
a year later by developing
the new, beautiful colour,
Pansy. Wood Violet, another popu-
lar shade, is also the result of his
efforts. Further achievements
which have brought Charles Hoff-
man to the front rank of fashion
experts are the Queen Anne collar
and Basque dresses.

Although Hoffman makes his
headquarters in New York, he is al-
most continually en route to Paris
and Hollywood, where he confers
with other well-known designers.
It was while in Hollywood that
he met Marian Nixon, who was then
working in "Say It With Songs".
The stylist credits Miss Nixon as
inspiration for the dresses he has
named for her.

"WHAT A WIDOW."

Gloria Swanson's latest screen
offering, the talking and singing
comedy "What a Widow," the
United Artists picture which comes
to the Star Theatre on Saturday, is
not only the star's first comedy in
several seasons, but is also one of
the most costly productions of her
career. Her wardrobe affords a

HONG KONG AND MACAO LINE

in Good Speed.
S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.
Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.
241, Des Voeux Road C. Tel. 26061.

fashion show in itself. Modernistic
sets, by Paul Nelson of Paris, are of
a type entirely new to the screen.
And in addition, Miss Swanson
sings three songs written for the
picture by Vincent Youmans, libret-
list of a number of Broadway's out-
standing musical shows.

The supporting cast of "What a
Widow," which was directed by Al-
lan Dwan, includes Owen Moore,
Lew Cody, Margaret Livingston,
Gregory Gaye, Herbert Braggotti,
Adrienne D'Ambricourt, Nella
Walker, Daphne Pollard and Wil-
liam Holden.

The original story was written by
Josephine Lovett. James Gleason
and James Seymour collaborated in
writing dialogue. The picture
concerns the adventures of a roman-
tic young madcap who suddenly
finds herself the possessor of a mil-
lion dollars and a restless urge to
go places and do things.

"RAFFLES."

No longer is Ronald Colman the
sad, silent lover of other days. A
figure of humour, of romance, of
adventure has sprung up to replace
the long suffering one. That this
change has been justified is attested
by the tremendous reception given
the star's first two talking pictures,
both of which feature Colman's
new screen personality. "Raffles,"
the famous star's latest vehicle,
which comes to the World Theatre
on Saturday, is the outstanding
manifestation of his new spirit.

RADIO

TO-DAY'S PROGRAMME.

The following programme will
be broadcast to-day from the
Hong Kong Broadcasting Station
Z.B.W. on a wavelength of 555
metres.

6-8 p.m.—European Programme
of Victor Records.

6-6.45 p.m.—European Children's
Programme from the Studio.

6.45-7.15 p.m.—Orchestral.

7 p.m.—Stock Quotations.

Marche Salvé (Tschalkowski).

Philadelphia Symphony Orch.

Conducted by Leopold
Stockowski (6513).

Die Fledermaus—Overture (The Bat)

(Johann Strauss)

Conducted by Nathaniel

Shilkret (35955).

When Day is Done (Robert Katcher).

Soliloquy (Rube Bloom).

Paul Whiteman and His

Concert Orchestra

(35933).

Symphony in G Minor (Mozart).

The Royal Opera Orchestra

Conducted by Dr. M.

Sargent (9116).

7.15-8 p.m.—Concert Items.

Organ Solo—

Andantino (Lemare).

Edwin H. Lemare (35943).

Song—

La Luciole (The Firefly).

Vidalita (Williams).

Toti Dal Monte, Soprano

(12).

Violin Solo—

Under the Leaves (Thome).

Renee Chemet (1202).

Piano Solo—

To-morrow

(Hirsch-Splittany-Wilhelms).

Jack Shilkret (21396).

Song—

My Lovely Celia (George Monro).

All Through the Night

(Harold Boulton).

Reinold Werrenrath, Baritone

(1443).

Violin Solo—

Oriental Romance

(Rimsky-Korsakow).

Invocation (Elwin Owen-Kreisler).

Fritz Kreisler (1509).

Organ Solo—

Fantasia (Mozart).

Dr. Harold Drake (25947).

8 p.m.—Weather Report, Local

Time, etc.

8.05-10.30 p.m.—Chinese Studio

Concert.

10.30 p.m.—Close Down.

FRANCONIA PASSENGER'S LOSS.

Miss Keolan, a passenger on the
s.s. Franconia, has reported to the
Police that at 9.15 p.m. yesterday
she left a fawn coat, with green
stripe snake skin hand bag, con-
taining 19 American dollar notes
and 30 English shillings, in a
ricksha which she engaged from
Mody Road to the Kowloon Wharf.

CONSIGNEES

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO', LONDON,
STRAITS AND MANILA.

The Steamship,
"BENCLEUCH"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
31st instant will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 14th April, 1931, or they
will not be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
30th instant at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong 24th March, 1931.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, ANTWERP, LONDON
AND STRAITS.

The Steamship,
"BENVORLICH"

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the Godowns
and/or extra hazardous Godowns of
The Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
31st instant will be subject to rent.

All claims against the steamer must
be presented to the Underwriter on or
before the 14th April, 1931, or they
will not be recognized.

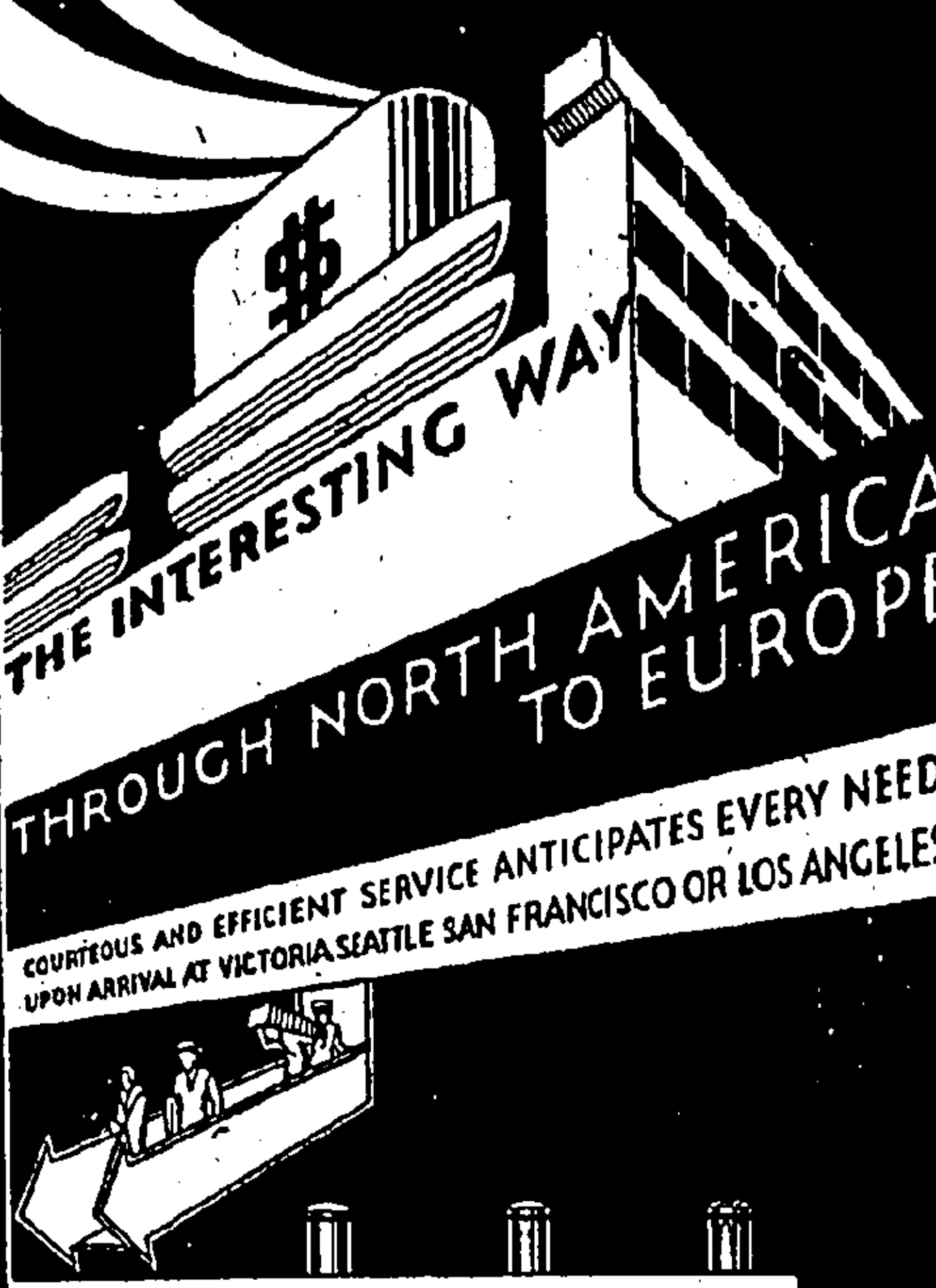
All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
30th instant at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersign-
ed by

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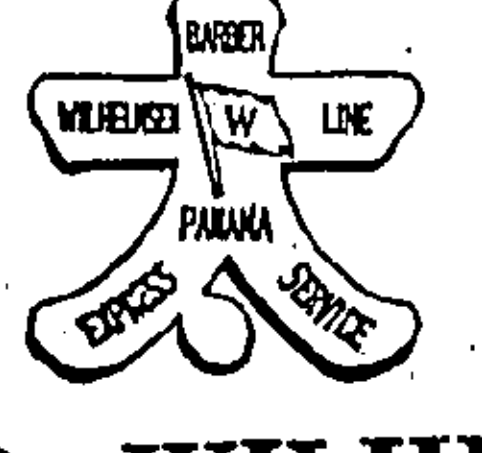
Hong Kong, 24th March, 1931.



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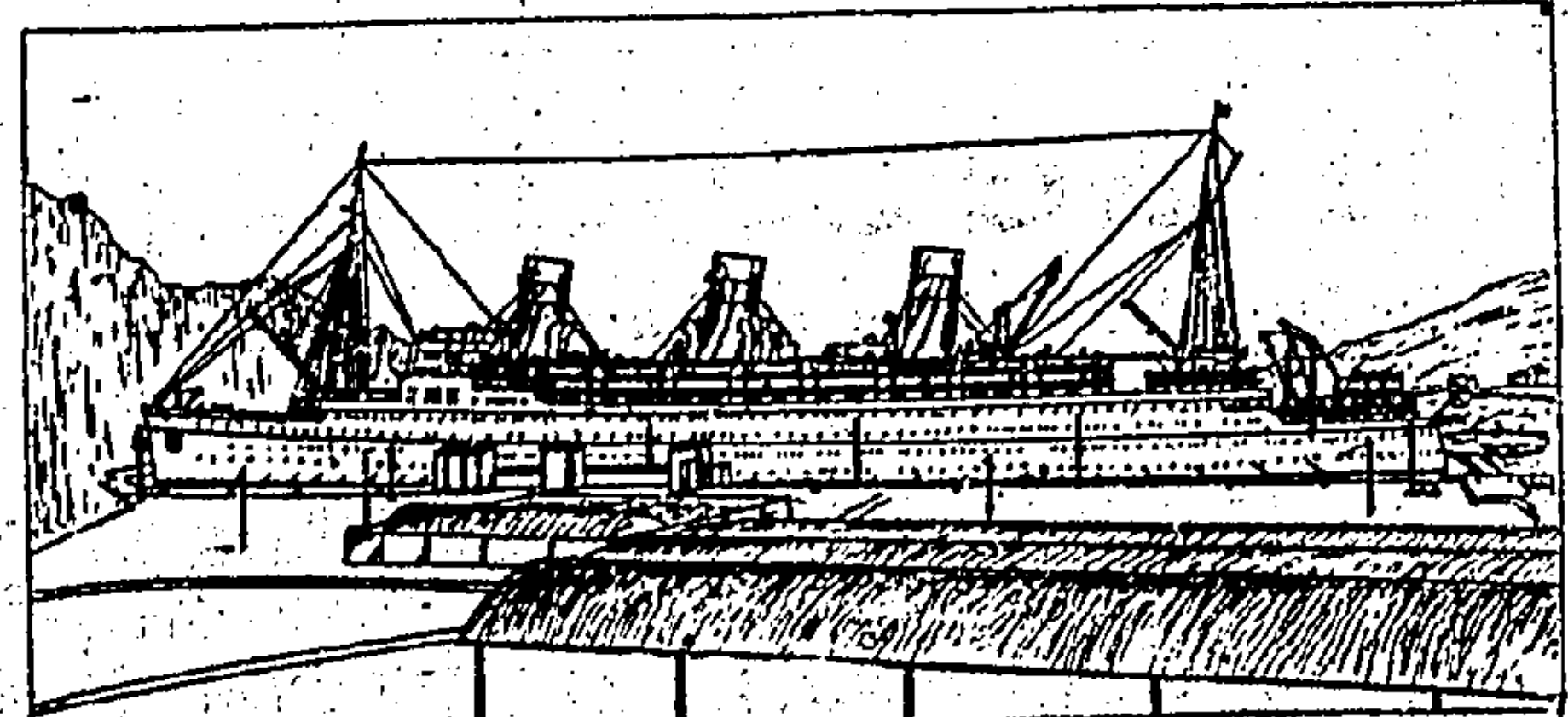
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[The weekly edition of the "China
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Hong Kong, Thursday, April 2, 1931.

THE LAST STRAW.

The news contained in yester-
day's cables that the financial
year at Home has ended with a
surplus of £2,236,000, as Mr.
Philip Snowden had anticipated
in his Budget forecast last year,
is not astonishing to those of us
who have followed closely the
Home country's economic dif-
ficulties. No one has described
the stupendous burdens under
which Britain is staggering in
more graphic language than the
present Chancellor of the Exche-
quer. Just a year ago, in a
broadcast talk to the United
States, he declared that our
people were the most heavily
taxed people in the world. He
estimated that the average
amount of national and local
taxation worked out at about
£100 per family. At that time
Britain had an income tax of
four shillings in the pound.
Now it is four shillings and six-
pence. At that time duties on
estates passing at death ranged
as high as 40 per cent.; now they
are 50 per cent. Taxation per
head in the United Kingdom (ex-
cluding local taxation) amounts
to £15-13-10d.; in France, it is
about £10, in Germany about £8,
in Belgium about £6-10s-0d.,
and in Italy about £5. The
Federal taxation of the United
States amounts to about £8.
Britain's annual national expendi-
ture to-day exceeds the capital
sum which represented her pre-
war National Debt in 1914. The
sum raised by local rates to-day
is estimated to be more than
double what it was in 1914. It is

likely that the actual expenditure
is going to be larger still.

With such a burden as this
upon the shoulders of Britain is
it any wonder that she suffers
from industrial depression?

There seems every reason to
fear that on the present basis of
taxation the heavy deficit this
year may be followed by a still
heavier deficit next year. Now
that income tax is based upon the
returns of the previous year it
can hardly be otherwise, and the
practical question, therefore,
comes to be "how much relief, if
the preaching of economy is car-
ried into practice, can be imme-
diately produced?" Urgent as
stricter economy is, we do not be-
lieve that the immediate result
in figures can be great, for the
greater part of Britain's expendi-
ture is based on Acts of Parlia-
ment, on contracts, or on Royal
Warrants; and the field for fur-
ther administrative economy is
comparatively limited. Mr.
Snowden evidently takes this
view. A bright new Geddes axe
will take a long time to work
through such an immense forest
of trees, and even then it can
only thin out the undergrowth
here and there. While, therefore,
alike for financial reasons and
because of its moral effect, a
strict revision of adjustable ex-
penditure is urgently called for,
it is not going to produce results
which will immediately balance
the next Budget. Yet it is essen-
tial to the Home country that
Budget equilibrium should be
maintained. It matters to Bri-
tain, more than to any other
country in the world, that she
maintain her financial stability,
and, whatever happens, she
should be able to maintain it, for
when all is said her position is
sounder than that of the others
and she should bridge the gap if
she makes the necessary effort
and excludes no available means.
The question at issue is whether
it can be done by a yet further
increase of direct taxation. Mr.
Snowden's words recently con-
veyed a significant warning. He
said that expenditure which may
be tolerable in prosperous times
becomes intolerable in a time of
grave industrial depression.
That, perhaps, is the whole secret
of the trouble. An increase of
taxation, in the present condi-
tions, which should fall on an
industry already badly crippled,
would be the last straw.

News in Brief.

Mr. A. Willems, of 17, Cameron
Road, has reported the loss of a
round white table cloth, trimmed
with lace, from the roof of his
residence.

H.M.S. Suffolk left for the
North yesterday.

Their Majesties the King and
Queen of Siam left yesterday for
Canada and the United States on
the Empress of Japan.

The Hong Kong branch of the
English Association will hold the
last meeting of the season on April
7 at 5.30 p.m. in the Cathedral Hall.
Mr. A. H. Fenwick B.Sc.,
A.M.I.C.E., will lecture on "F.W.H.
Myers."

Claiming to be the ex-cook to the
brother of His Majesty the King of
Siam, a Pakhoi Chinese named Lo
Woon was detained by the Police
whilst attempting to enter the
stateroom of His Majesty on board
the s.s. Empress of Japan yester-
day. He stated that he was seek-
ing an audience with his former
master.

A Shantung constable, of the
Hong Kong Police Force, was
yesterday afternoon charged before
Mr. W. Schofield at the Central
Magistrate's Court, with having mis-
conducted himself as a Police
officer, by demanding \$3 as bribe
from Au Sun-hoi, at 165 Hollywood
Road. He was found guilty and
sentenced to six weeks' hard labour.

Chan Ming, a fruit stall foki
aboard the s.s. Fatshan, which was
berthed at the Canton wharf along
the Praya, has reported to the
Police that whilst walking on the
wharf at 10.30 p.m. yesterday, he
heard cries of "save life," and on
looking saw a man struggling in the
water. He threw a lifebuoy to
him, but the unfortunate man failed
to grasp it and disappeared. It
is believed that the man who had
the appearance of being a coolie,
accidentally fell in.

CORRESPONDENCE.

FAITH HEALING.

[To the Editor of the "China Mail".]

Sir,—In your yesterday's issue
there appeared an article on faith
healing in which incorrect reference
was made to Christian Science.

Christian Science is not founded
on the fantastic theory, as stated by
the Rev. T. F. Monahan, that the
body has no existence and therefore
pain cannot exist. It is founded
on such facts as that God is good;
that He is the only creator; that He
created all things good; that He
created man,—body and soul,—
good; that therefore only that
which is good is real. Man's real
body is, as described in 1. Cor. 6;
19, "the temple of the Holy Ghost
which is in you, which ye have of
God," and Christian Science
teaches that that body can have no-
thing but good connected with it.
It is by the realisation of this fact
that students of Christian Science
are able to eradicate and eliminate
pain and disease from the body.

The Bishop of Woolwich is
credited with the statement that
"Christian Science grows and has
grown because of neglect in our
Church." That is all too true. In
the early part of Matthew 10 is the
story of Jesus' instructions to his
twelve disciples, to whom he gave
power against unclean spirits and
whom he told to preach, to "heal the
sick, cleanse the lepers, raise the
dead, cast out devils." Had the
Church fulfilled those instructions
there are many, including the
writer, who would never have
suffered their connection with it.

It is good to see that, after all
these hundreds of years, the
Church is at last awakening to its
full responsibilities, and all students
of Christian Science are as anxious
as are the members of the Lower
House of the Convocation of Canter-
bury to see the clergy become the
true followers of our Master, in the
healing art as well as in the preach-
ing art, for "faith, if it hath not
works, is dead."

Yours, etc.,

A. BREARLEY,
Christian Science Committee on
Publication for Hong Kong.
Hong Kong, April 2.

ALLEGED MURDER.

Before Mr. Schofield, in the
Central Police Court yesterday, a
Chinese fisherman appeared charged
with the murder, together with an-
other man not in custody, of a man
named Li Lo. The affair is alleged
to have occurred aboard a sampan
about seven miles from the British
border, off Single Point.

Chan, Koon-po, another fisher-
man, was charged with being an ac-
cessory after the fact, by housing
first accused.

A remand was granted until
Wednesday next.

MONEY LEFT.

Chan Pak-to, alias Chan Tai-lai,
a retired Chinese officer, who died
at his residence, 6, Cheung On
Street, Kowloon Bay Reclamation,
on October 11, 1930, aged 76, left
estate valued for probate at \$120,
000. Probate of the will has been
granted to Chan Leung-ze, of the
same address.

THE LAST SUPPER.

AND THE RIDDLE OF
SIN.

GETHSEMANE

[By D. M. D. Stephen.]

The Paschal lamb eaten, and the
Sacrament of Love instituted, Our
Blessed Lord goes to Gethsemane
to hold converse with His Heavenly
Father. His disciples—all but
the traitor—follow Him perturbed
and awe-struck at the Mystic words
they had heard and the Mysteries,
which they had witnessed. "Acci-
pite, manducate et bibite ex eo
omnes..." the Lord had said and
given them His Flesh to eat and
His Blood to drink! He had taken
bread into His venerable hands and
given them the Mystic Flesh and
the Mystic Blood of a God for the
life and refreshment of their souls.
"Take and eat ye all of this, for
this is My Body," He had said
and again "Take and drink ye all
of this, for this is the Chalice of
My Blood of the New and
Eternal Testament, which shall be
shed for you and for many unto
the remission of sins." The words
of the final mandate "Do this in
commemoration of Me" were as
yet ringing in their priestly ears,
and the Love of a God made mani-
fest held them spell-bound and
they walked in meditative silence.

At length they cross the brook
Cedron
and enter the Garden of Olives.
The Master pauses and with a look
of infinite tenderness in his eyes
and a strange catch in His voice
says: Children, stay you here,
while I go yonder and pray."
The Garden and its
winding paths are familiar to
Our Blessed Lord, and with bent
head and slow pace, the Saviour of
the World goes to pray for the last
time in His Garden Cathedral,
which He had sanctified so
often in the past with His presence
and prayers.

There where the deeper shadows
fall

Our Blessed Lord pauses and
kneels on the bare stony ground.
There is a clear expanse above.
He looks up! Then bending low,
He adores His Heavenly Father.
Adoration over, He prays for us.
He sees Adam, the first man, and
He sees—the last man! He sees
you—me and everyone of us down
to the very last who is still to be
born before the crack of doom.
The sin of the world from genera-
tion to generation down to the
end of time unrolls before Him
Adam's original sin is before Him
in all its hideousness. Sin is high
treason against God, and the
affront offered to God by sin a God
alone can gauge. Thus Christ
gauges man's sin. The sin of the
world from generation to genera-
tion down to the end of time un-
rolls before Him. It is as deep as
Hell! He sees the whole human
race tainted with sin and excluded
from Heaven. Our Blessed Lord
is staggered on the one hand by
the sight of sin, and on the other
hand His Heart is filled with infinite
pity for us. He
had offered Himself a willing vic-
tim for sin but face to face with
the price He has to pay. He recoils!
No man can pay for man's sin! A
cry escapes Him.

My Soul is sorrowful unto death!
He is already expiating man's
sin. His soul is in agony and if
God, His Heavenly Father does not
support Him He would drop dead!
He prays "Father, all things
are possible to Thee! Re-
move this cup from Me."
The man in Him thus
prays! A moment later He re-
covers His self-control and says:
"Father, not my will but Thine be
done!" and slowly picking Himself
up, He walks towards His disciples
for comfort.

He Finds His Disciples Asleep!
"Could you not watch one hour
with Me?" He says and adds
"Watch and pray lest you enter
into temptation." He does not re-
buke them. He seems even to
exonerate them. "The spirit, in-
deed, is willing but the flesh is
weak!" He almost says to Himself
and returns to His lonely vigil.
Again He adores His Heavenly
Father and again He prays "for
man, whose sin is before Him in
all its enormity. The oft-repeated
sin and the oft-repeated challenge
to God fills Him with horror! The
sin man commits without a shudder
fills Him with a thousand
shudders! He has come to
atone for man's sin. He
sees His very atonement made
void by so many by obstinacy in
wilful sin. He sees His own
children—Christians—sinning
again and again—thus crucifying
Him again and again! He is
amazed at their callousness! The
full weight of the sin of the world
is on Him now, and He is crushed
by the sheer weight of it! His
Soul is racked with pain.
He pitifully cries "Father,
must I then drink of this Chalice?
Will You not take it away from
Me? Yet not My will but Thine be
done!"

There is No Answer From Heaven.
Not a word is heard. The atone-
ment goes astray. Vengeance is
already wreaked, not on man but
on the sin which he has committed.
man's Substitute—the Man-God!
Jesus moans and groans. Oh! It
is pitiful! The silent night is
broken with His stifled sobs. He
prays for man. He prays for Him-
self—for courage to overcome His
human repugnance, and hoping to
have a word of comfort from His
disciples and friends He does to-
ward them only to find them fast
asleep!
Pitied at their indifference and
crushed with sorrow, He goes
back to the same spot and pro-
strates Himself before His Heavenly
Father. The Father, Who hears
the wail of an infant soner than
its mother, has His ears closed
against His only begotten Son!
Why? Man's sin is punished.
Sinful man's sin is visited on the
sinless man! He is bearing our
burden and the riddle of sin lies
unravelling! The enormity of
man's sin is now understood. See
how a God-man vicariously suffers
for sin. He suffers in our place.
His soul is in agony. What a
sight! The soul of a Man-God in
agony! The agonising Soul of Our
Saviour reacts on His body now
completely exhausted and He
sweats His Precious Blood!

A Cry Pierces Heaven:

"Father, if this Chalice may not
pass from Me except I drink it,
Thy will be done!" In the darkest
hour of Our Blessed Lord's
life, there is none—no, not one to
console Him. He has no comfort
from above and neither has He
comfort from those who were dear
to Him on earth. At length
Heaven relents. The Gates of
Heaven, closed since the fall of
Adam, open and an angel descends,
bringing strength and consolation
to the Broken Heart of Jesus. The
Angel—it is Gabriel—ministers
unto Him and tenderly wipes off
the blood, and gently reminds Him
"Greater love no man hath than to
lay down his life for his friends!"
and departs. Praise be to Our
Saviour! He has resolved to shed
His Precious Blood to the last
drop to redeem us. With steady
step He advances to His disciples
now roused from their slumbers
by a creeping fear, and says: "The
hour is come when the Son of Man
is to be betrayed into the hands
of sinners. Lo! The betrayer is
even now at hand," and points to
the approaching lights of the
Roman soldiery and the rag, tag
and bobtail of Pharisaical Jewry
sent to apprehend Him.

CROCODILE'S VICTIM.

**Young Man Dives To
Death in Pool.**

Membakut Estate was the scene
of rather a tragic incident last
night when a Dusun youth
was taken by a crocodile in the
Membakut river in somewhat un-
usual circumstances, says the Sara-
wak Gazette.

In the early part of the day the
manager, Mr. R. K. Hardwick, had
gone out to dynamite fish in the
river. Having blasted one pool
and secured what fish were "put
up," his party passed on upstream
to the next pool.

Some Dusuns of a village
through which he passed, hearing
that "tembak ikan" was afoot, at
once, as is their custom, tacked
themselves on uninvited. Coming to
the pool which had just been work-
ed, they stopped to reconnoitre its
depths in the hopes of picking up
a few "stragglers."

The youth, it appears, dived in
first. The others were just about
to follow suit when there was a
terrific commotion in the pool, and
the next thing they saw was their
comrade in the jaws of a huge
crocodile and crying out for help.

In desperation, the man's wife,
a young and good looking woman,
it is said, straightway jumped into
the river, immediately followed by
four other men; and by their
shrieks and splashings, they so
frightened the crocodile that it let
go its victim and sank out of
sight.

The man, still alive, but with the
whole of his chest badly lacerated
by the brute's teeth and bleeding
profusely, was hauled out on to
the bank. Thence Mr. Hardwick
had him taken to the estate hospi-
tal, but the man became uncon-
scious and died on the way.

Ten Years Ago.

[From the "China Mail" of
April 2, 1921.]

To-day's dollar is worth 2/4d.

The draft for \$4,587, the proceeds
of the recent successful cabaret
dance given by Mrs. Harry Woods
and her two daughters, the Misses
Allen and Doris Woods, in aid of
the fund for ex-Servicemen, has
been remitted to Earl Lyle direct.
The expenses incurred, namely
\$502, were kindly defrayed by a
few gentlemen.

VOLUNTEER CORPS

ORDERS FOR THE COMING WEEK.

ANNUAL INSPECTION.

Volunteer Defence Corps Orders by Lieut.-Colonel L. G. Bird, state:

PARADES.

Battery.

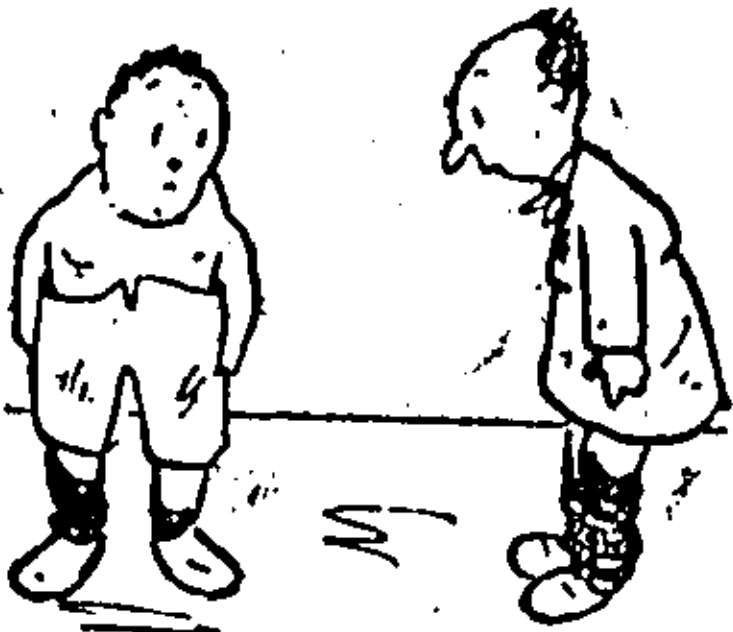
The Battery will parade at 5.30 p.m. sharp on Murray Parade Ground on Tuesday. Every member must attend.

Dress:—Tops, breeches, puttees rolled downwards, Black Boots and Bandoliers.

G.O.C.'s Inspection.—The Inspection will take place on April 9 for particular see paragraph 2 of these Corps Orders. Every member must attend in order to become efficient for the year.

Engineer Company.

Monday.—Miniature Range at 5.30 p.m.



SIX MONTHS AFTER.

"Isn't your grandfather dead any longer? You are not wearing black now?"

Pages Gains, Yverdon.

Tuesday.—Practice parade for Inspection by G.O.C.—see paragraphs 2 and 3.

Thursday.—G.O.C.'s Inspection: There will be no more D.L. trainings until further orders.

Corps Signals.

See paragraphs 2 and 3.

Machine Gun Troop.

See paragraphs 2 and 3.

Armoured Car Company.

See paragraphs 2 and 3.

Scottish Company.

See paragraphs 2 and 3.

Machine Gun Company.

All members of the Unit must attend the practice parade at Headquarters in uniform at 5.30 p.m. on Tuesday and the Inspection Parade at 5.30 p.m. on Thursday.

Dress for both parades:—Tops, breeches, puttees, rolled downwards, Black Boots and Bandoliers.

G.O.C.'s Inspection.—The attention of all rank is called to paragraph 2 of these Corps Orders for practice parade and parade for the G.O.C.'s Inspection.

Attendance at the G.O.C.'s Inspection is imperative.

ANNUAL INSPECTION, 1931.

Memorandum No. 1.

(i) The annual inspection will be carried out by the General Officer Commanding the Troops in China at 6 p.m. on Thursday on the Murray Parade Ground.

(ii) A practice parade will be held at the same time and place on Tuesday.

(iii) The Corps will be formed up in two sides of a square, one side facing St. John's Cathedral and the other facing Beaconsfield Terrace.

(iv) The Battery with guns and all teams, The Machine Gun Troop, The Armoured Car Company, The Medical Section and The Signal Lorry will parade on Murray Parade Ground under the command of Major H. B. L. Dowbiggin.

(v) The remainder of the Corps will parade at Headquarters and march down to the ground.

The following will be the order of march:—

- (1) Band and Pipers.
- (2) Portuguese Company.
- (3) Scottish Company.
- (4) Colour Party.
- (5) Machine Gun Company.
- (6) Corps Signals.
- (7) Engineer Company.

On entering the ground the column will wheel left and be halted to form the side of the square facing Beaconsfield Terrace, the Pipers and Band being in rear and in the centre of the line.

(vi) After the inspection the Battery will get into position on the base line and will march past by Section, following by the Machine Gun Troop in Sections.

Note:—The Armoured Car Company will stand fast.

The Engineer Company, Corps Signals, Machine Gun Company, Scottish Company and Portuguese Company will move to the right in fours and wheel left on the word of command of the Commandant, passing in rear of the Armoured Car Company, they will halt until the Battery and Troop are clear of the base line, when they will be moved to the base line, turned left and dressed by the right by their Company Commanders, and march past at a distance of 30 yards between Units, The Band playing the Corps March.

(vii) When the Portuguese Company has passed their rear, the personnel of the Armoured Car Company will move to their Cars and Machines and prepare to drive past when the Infantry is clear of the Saluting Base. The Signal Lorry will follow the Armoured Cars; no engines will be started up until after the Band has stopped playing.

(viii) After marching past the Battery and Armoured Car Company will return to their positions and the personnel will be moved to form hollow square for the speech by the G.O.C.

The hollow square will be formed as follows:—

Facing Cathedral.—Battery (right, Armoured Car Company, Engineer Company and Corps Signals).

Facing Beaconsfield Terrace.—Machine Gun Company (right), Scottish Company, The Medical Section and Troop will form up behind these, with the Pipers and Band on the left of the Scottish Company.

Facing Cricket Club.—Portuguese Company.

(ix) After the speech the Battery, Armoured Car Company and Signal Lorry will move off independently after the Infantry have marched off.

The Infantry will reform in their original positions and move back to Headquarters, after unfixing bayonets.

(x) Further details of the rehearsal and dress, etc., will be issued later.

(xi) Detailed plans showing the various movements have been posted in the Drill Hall at Headquarters.

Memorandum No. 2.

(a) The Corps (less The Battery, Machine Gun Troop, Armoured Car Company, Medical Section and Signal Lorry) will parade at 5.30 p.m. sharp at Headquarters on Tuesday and Thursday next for the practice for and the inspection, by the G.O.C. respectively.

Punctuality is essential to enable the Corps to be in position at 6 p.m. on the Murray Parade Ground.

(b) The Mobile Column under Major H. B. L. Dowbiggin (see paragraph 2 (iv) above) will assemble on Murray Parade Ground and not at Headquarters.

(c) Dress:—

(1) All Units less those mentioned in paragraph (c) 2 below. Ceremonial order, i.e., jackets, shorts, puttees, hosetops, belts and sidearms, rifles, tops.

Particular attention must be given to the neat fitting of belts, and the scrupulous cleanliness of buttons, badges, belts and bayonet scabbards.

(2) Dress special to certain Units:—

(a) Band.—White belts and music pouches and slings.

(b) Battery.—See Battery Orders above.

(c) Corps Signals.—Rifles will be slung and flags carried.

(d) M.G. Troop.—Bandoliers and rifles, breeches and puttees and forage caps.

(e) Armoured Car Company.—Car Section.—Caps, R.T.C. belts and revolvers; Cycle Section.—Belts and revolvers, caps, R.T.C. breeches and puttees (rolled down ward).

(f) Scottish Company.—Kilts, puttees, hosetops, flashes, and white spats.

(d) The Colour Party will be composed as follows:—

Lieut. H. Owen-Hughes.

Lieut. L. F. Wright.

Serjt. Johnson, Goldman and Divett.

The attention of Lieut. Owen-Hughes is drawn to I.T. Vol. 1 paragraphs 154 (3) and 155 as amended by Army Orders.

(e) The attention of all Officers is drawn to I.T. Vol. 1 paragraphs 154 (1) (2) (5) (6) 155 and 156.

Reserve Company.

Replies to a circular letter from O.C. Reserve Company have been received from the following, and, as a result, they have been allotted to Units as shown against their names for all purposes:—

Unit allotted to

Members of Reserve Co.

Battery:—

No. 16 Pte. C. E. Frith.

No. 19 Pte. H. S. Rouse.

No. 826 Pte. H. S. Thwaites.

Machine Gun Troop:—

No. 576 Pte. E. L. Pinguet.

Armoured Car Co.:—

No. 573 Sgt. V. Goulborn.

No. 505 Cpl. R. A. Wadson.

No. 805 Pte. J. H. Gelling.

No. 839 Pte. T. L. Knight.

No. 1061 Pte. P. P. Franklin.

Machine Gun Co.:—

No. 1026 Pte. S. Jeax.

No. 507 L/Cpl. H. J. Armstrong.

No. 1460 Pte. F. Lobel.

No. 1527 Pte. F. E. Skinner.

No. 869 Pte. W. C. B. Watson.

No. 46 Pte. A. Morley.

Scottish Co.:—

No. 55 Pte. P. D. Wilson.

No. 57 Pte. B. Wylie.

No. 591 Pte. H. G. Cooper.

No. 1298 Pte. R. Kirwood.

Scottish C (Pipe Band):—

No. 221 Dmr. Sgt. W. Brown.

No. 322 L/Cpl. R. B. Bell.

Corp Signals:—

No. 544 Sgm. A. E. Coates.

Engineer Co.:—

No. 212 Pte. H. Balcan.

Marksmen.

No. 1656 Sigm. R. E. Stott, Corps Signals, has qualified as marksman and is entitled to wear the badge for one year.

Promotion and Appointment.

No. 1111 L/Cpl. C. E. M. Terry, No. 2 Platoon, is appointed Lance Serjt. and Acting Serjt. vice Sgt. A. Urquhart on leave with from March 31.

Struck Off the Strength.

Having completed 8 years' service, No. 847 C.S.M. G. R. Wilson, Armoured Car Company, Car Section, is from March 31.

Strength.

The following has been taken on Corps Strength:—

1556 Cpl. C. I. Read, Battery.

Leave.

No. 573 Serjt. V. Goulborn, Reserve Company, granted 21 days' leave from March 31 to April 19.

(Sgd.) W. H. G. COATER, Adjutant, H.K.V.D.C.

NOTICE.

(a) With reference to the Notice published in Corps Orders on March 26 with reference to a photograph of W.O.'s and Sergeants.

For "Tuesday, 31st instant" read "Thursday, April 9."

(b) The annual Corps Rifle Meeting will take place at Stonecutters Range on Friday and Saturday. Launch will leave Queen's Pier at 8.15 a.m. on both days, calling at Kowloon Pier at 8.25 a.m.

Approximate Times of Firing.

Friday—9 a.m.—Blake Shield & Musketry Cup; 9 a.m.—Francis Cup; 2.30 p.m.—Jar Competition & Reserve Challenge Cup; 3.15 p.m.—Attack Competition.

Saturday—9 a.m.—Corps Championship & Tyro Competition.

The Revolver Competition (Corps and all Comers) will be fired on both days; 9 a.m. to 5 p.m. on Friday and 9 a.m. to 1 p.m. on Saturday.

Competitors will make their own arrangements for tiffin. The Canteen will be in operation.

Competitors are expected to come on the launch leaving Queen's Pier at 8.15 a.m. and calling at Kowloon 8.25 a.m. The 7.45 a.m. launch will not call at Kowloon.

Competitors to be at the firing point by 9 a.m. They will draw their ammunition at the store tent before proceeding to the firing point.

On Friday practices will be fired in the following order:—Practice 7 (Blake Shield & Musketry Competition), Practice 7 (Francis Cup), Practice 8 (Blake & Musketry), Practice 9 (Francis).

Teams will fire these practices consecutively, without leaving the firing point. Then Snapshooting (Francis) and Practice 10 (Blake).

Those who have entered for the Musketry Competition and are not firing in the Blake Shield Competition, will fire practices 7, 8 & 9 after the teams have fired.

(c) Uniform of Reserve Company (Battery):—

Those members of Reserve Company who will fall in with the Battery on the G.O.C.'s Inspection must be dressed to conform with other ranks of the Battery, viz.:—

Breeches, puttees rolled downwards, bandoliers, white lanyard and grenades on tunic collars.

AFTER ORDER.

Machine Gun Troop.

Tuesday.—Parade at General's Road at 5.15 p.m.

Dress:—Uniform.

Practice for G.O.C.'s Inspection.

Thursday.—G.O.C.'s Inspection.

With reference to Order No. 2 'Memorandum No. 2) Paragraphs (c) (2) (d) Line 2 for "Forage Caps" read "Topses."

AGITATOR DEPORTED.

A German's Speech To Welsh Miners.

Detectives from the special branch of Scotland Yard have deported to Germany Gustav Sobottka, a notorious German propagandist.

Sobottka, who has worked as a miner in Germany, has for some time past been noted in that country for the violence of his views. He obtained permission to enter Great Britain for a short period on personal grounds, and the next that was heard of him was in Cardiff. He addressed a meeting of Welsh miners in German, and his speech was interpreted by a "comrade" who understood the language.

It is believed that Sobottka urged the Welsh miners to strike, and told them that their German "comrades" intended to take similar action in the immediate future.

The matter was reported to the Cardiff police, who decided at once that Cardiff was no place for Sobottka. He was accordingly invited to return to London, and, there being no option, he accepted the invitation.

Sobottka, on his arrival in London, put up at a leading hotel, where he was visited by two Scotland Yard officers. The outcome of the interview was that Sobottka was invited to take a train for Dover.

He made the journey, and was then escorted to the Ostend boat by detectives, who watched the departure of the vessel.

Anyone who dares to attend a trial for either the Wightman or the Davis Cup, it is said, does so at his own peril; he feels all the time that he is not wanted, and that everyone concerned can get on very well without him. Things may not be quite so bad as this; but it is up to the authorities to stimulate, not dissipate, interest in these national competitions. —H. R. MacDonald.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel.

To-night—Dinner Dances at Peninsula and Hong Kong Hotels.

To-day—Whist Drive and Social, Gun Club Hill, H.K.S.B.R.A. Sergeants' Mess.

April 11—H.K. University Law and Commerce Society annual dinner, Lane, Crawford's Restaurant 8.30 p.m.

Entertainments.

To-day—King's Theatre; "Monte Carlo."

To-day—Queen's Theatre; "The Gold Diggers of Broadway."

To-day—Central Theatre; "All's Buton."

To-day—Majestic Theatre; "The Footlights and Fools."

To-day—Star Theatre; "Battle of Verdun."

To-day—World Theatre; "Story of Movieland," (Chinese picture).

To-night—Star Theatre Music from the Ether (Prof. Martenot).

Sports.

See Sport Diary on Page 8.

Meeting.

April 27—Court of University, 5.15 p.m.

Home Mails.

To-morrow—Inward from Europe via Negapatam (Hakusan Maru); Outward for Europe via Siberia (Hakusan Maru), 9 a.m.

MARCH RAINFALL.

The record of rainfall during March at the Botanic Gardens is as under:—

March 103

" 203

" 301

" 402

" 512

" 636

" 723

" 8 1.21

" 9 1.71

" 1028

" 1102

" 1203

" 1301

Total 4.06

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London:—

Bank, wire 1134

Bank, on demand 1134

Bank, 4 months' sight 11 13/16

Credits, 4 months' sight 1/— 7/16

Documentary, 4 months' sight 1/— 9/16

On demand 605

Credits, 4 months' sight 645

On New York:—

On demand 2334

Credits, 60 days' sight 2474

On Bombay:—

Wire 6534

On demand 6534

On Calcutta:—

Wire 6534

On demand 6534

On Singapore:—

On demand 4234

On Manila:—

On demand 4734

On Shanghai:—

On demand Tls. 774

Dollar 574 dis.

On Yokohama:—

On demand 4834

Sovereigns (Bank's buying rate) 1/— 34

Silver (per oz.) 12 15/16

Bar Silver in Hong Kong Nominal

Copper Cash Nominal

Copper Cents 34 prem.

Rate of Native Interest 3 1/2% p.a.

Chinese Sub. Coin 22 3/4% p.a.

Hong Kong Sub. Coin Par

LONDON EXCHANGES

Rugby, Yesterday.

Paris 124.17 1/2

New York 4.85 1/2

Brussels 34.94 1/2

Geneva 25.25 1/2

Amsterdam 12.12

Milan 92.77 1/2

Berlin 20.4

Stockholm 18.15

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TO-DAY TO SATURDAY

AT THE MAJESTIC

COLLEEN MOORE

IN

Footlights and Fools

Sport Columns

SCOTTISH FOOTBALL LEAGUE.

Rangers Defeat the Amateurs.

POINTS FOR COWDENBEATH.

Two matches were played in the First Division of the Scottish League yesterday.

Rangers were at home to their amateur neighbours, Queen's Park, and won by a couple of goals margin. This gives them a point less than Motherwell, but they have a game in hand.

There was nothing at stake in the meeting of Cowdenbeath and Hamilton Academicals, the Fifters gaining full points by a couple of goals margin.

Result as cabled by Reuter:—
Rangers 2 Queen's Park 0
Cowdenbeath 3 Hamilton A. 1

REVISED TABLE.

	P.	W.	D.	L.	F.	A.	Pts.
Motherwell	34	23	6	5	98	39	52
Rangers	33	23	5	5	82	25	51
Celtic	32	20	4	4	80	31	48
Partick	32	21	3	0	97	40	45
Hearts	34	17	5	12	82	59	39
Dundee	34	17	4	13	63	54	38
Airdrie	33	16	4	13	62	56	36
Cowdenbeath	34	15	6	13	62	57	36
Hamilton	35	15	5	15	54	53	35
Aberdeen	35	14	7	14	67	61	35
Glyde	34	15	4	15	58	71	34
St. Mirren	32	11	7	14	48	50	20
Kilmarnock	33	12	5	16	49	57	29
Morton	33	11	6	16	54	71	28
Falkirk	33	12	3	18	67	78	27
Queen's Pk.	33	10	6	17	57	65	20
Leith	34	7	10	17	46	77	24
Hibernians	34	8	6	20	46	74	22
Ayr	32	5	10	17	42	81	20
East Fife	33	5	4	24	34	109	14

Possible Points.

	Points	Possible
Motherwell	52	60
Rangers	51	61
Celtic	48	60
Partick	45	60
Hearts	39	47
Dundee	38	46
Cowdenbeath	36	44
Airdrie	35	46
Aberdeen	35	41
Hamilton	34	41
Glyde	34	44
St. Mirren	29	41
Kilmarnock	29	39
Morton	28	38
Falkirk	27	37
Queen's Park	26	36
Leith	24	39
Hibernians	22	39
Ayr	20	32
East Fife	14	24

Our Sports Diary.

LOCAL.

LAWN TENNIS—To-day—H.K.C.C. Tournament.

GOLF—To-day—Entries close for Shanghai Visitors' Cup, Fanning.

To-morrow—K.G.C. v. Happy Valley Players.

Sunday—Shanghai Visitors' Cup, Fanning; Open Foursomes, Kowloon.

FOOTBALL—To-day—United Services Finals—Junior: H.M.S. Bridgewater v. H.M.S. Bruce, 3 p.m.; Senior: H.M.S. Hermes v. H.M.S. Medway, 4.40 p.m.

Saturday—Senior Shield—South China A.A. v. Borderers; Junior Shield—H.K.F.C. v. Navy; League I—Chinese Athletic v. Kowloon F.C.; Club de Recreo v. Argyle; League II—St. Joseph's v. Eastern F.C.; University v. Argyle; League III—Fukien v. R.E.

Monday—Hong Kong Club and Police v. South China A.A. and Chinese Athletic, H.K.F.C. Ground.

April 18—Sunday Herald Charity Cup Final—Scotland v. China.

RIFLE SHOOTING—To-morrow and Saturday—Volunteer Corps Rifle Meeting, Stonecutters.

HOCKEY—To-day—Y.M.C.A. v. R.A., King's Park, 8 p.m.

Saturday—Cockey Cup—Hong Kong Ladies' Hockey Club v. Diocesan Girls' School.

RUGBY FOOTBALL—Saturday—Club v. Army, Sookunpoo, 3 p.m.

RACING—Saturday and Monday—Seco Extra Race Meeting, Happy Valley, 2.30 p.m.

April 18—Third Extra Race Meeting, Happy Valley.

CRICKET—Saturday—Civil Service C.C. v. R.A.; Indian R.C. v. Diocesan Boys' School.

FENCING—Monday—Fencing Club Meeting, Yacht Club, 5.15 p.m.

CHESS—Tuesday—Open Chess Championship commences.

SWIMMING—Wednesday—V.R.C. Annual Meeting, 8 p.m.

HOME.

RACING—Monday—Queen's Prize.

April 11—Newbury Spring Cup.

April 22—City and Suburban Handicap.

April 29—Two Thousand Guineas.

FOOTBALL—Monday—Army Cup Final, Aldershot.

April 11—Scottish Cup Final; Amateur Cup Final; Army v. Navy and Marines.

April 25—English Cup Final, Wembley.

GOLF—April 9—Professional Tournament, Roscommon.

April 20—24—English Amateur Championship.

April 25 and 26—Professional Tournament, Torquay.

April 27—Army Championship, Sandwich.

RUGBY FOOTBALL—April 11—British Army v. French Army, Twickenham.

CLUB FIFTEEN AGAIN DISAPPOINT.

McLellan's Fine Play at Forward.

PRACTICE AGAINST MEDWAY.

(By "Serum Half.")

The practice game at the Valley yesterday, between a strong Club fifteen and a representative side from H.M.S. Medway produced a disappointingly low standard of Rugby football. The Club were worth their three points victory, scoring a goal and two tries to a goal and a try, but that was about all.

Playing seven of their probable team for the triangular tournament match against the Army, the players worked with less understanding than in the match against the Navy. It is true that the absence of Turner broke up the three-quarter line, but the changing of Griffiths to the stand-off position should not have affected the remaining three-quarters to the extent that it did. Griffiths convinced the small number of spectators that he is a better three-quarter than a stand-off half. His attempts at cut throughs were all frustrated, and thus prevented much open play which would have resulted from a pass to his three-quarters. He showed clearly that he was out of place and rarely brought down his opposite number. Plummer was very unsafe in his handling, though he showed initiative and knew when to pass. Ferguson, the other centre-three-quarter, played very well indeed, taking his passes well and making good ground when the opportunity afforded. Lammert and More, the wing three-quarters, rarely received the ball as the result of a combined movement, and had to rely upon a poor attempt to touch or a fumbled pass for their possession of the ball. Lammert played well in defence, which was indeed fortunate as the Club had loaned Fox and Mitford to the Medway side.

McLellan at Forward.

At forward McLellan was the best player on the field. He brought off some really fine dribbles and kept the ball in play when in attack with remarkable ball control. His tackling and defensive play were very sound, and it will come as no surprise to see his name included in the Club side against the Army.

Milne Day was good in the loose, but he should remember that his other forwards are backing him up and, consequently, awaiting their chance for forwarding the attack. Several times he gave the impression that he considered himself unsupported and attempted what his other forwards could have done better. Although not possessing much speed, Milne Day is undoubtedly a good forward and should improve his play a good deal by combining with others of the pack. Buttress was more prominent in the line outs than on Saturday, though he was not so good in the loose. Gammoli seems to have struck a bad patch, and his game has gone off a good deal as the result.

Lack of Training.

Although playing short-handed the Club should not have cracked up under the strain of moderate pressure. In the last few minutes the Medway were launching attack after attack on a tired defence, and I would not have been surprised if they had scored an unconverted try to equalise or even snatched a victory.

Lieut. David, at centre three-quarter for the Medway, was undoubtedly the most dangerous man on his side. Though not scoring himself, he was instrumental in Knight scoring the first Naval try. Spree scored the other try, which David easily converted. Montague, the other centre three-quarter, was deadly in his tackling and held Ferguson very well indeed, but his play on the offensive was not so good.

Ferguson and More (two) scored tries for the Club, Griffiths converting Moore's second effort.

Result:

Club 11 points

Medway 8 points

HOCKEY.

Y.M.C.A. TEAM AGAINST ARTILLERY.

For their match against the Royal Artillery at King's Park this evening at 8 o'clock, the Y.M.C.A. first eleven will be represented by—
H. Reynolds; G. F. Ross; L. Tipples; R. A. Bates; D. McLellan; F. Alley; A. Tate; T. Prang; D. Ashton; W. H. Smith and T. J. Price.

HURWOOD'S DISLIKE FOR NEW BALL.

Best Bowler in Australia.

REMARKABLE AVERSION.

Alex Hurwood is something of an enigma to students of cricket in Queensland.

The tall, quiet-spoken young Queenslander has shocked the critics by his almost violent dislike for the new ball. Left to his own inclinations he would never open the attack, and it takes all the tact of his club captain, Leslie O'Connor, to get him to use the ball before it loses its sheen.

This aversion by Hurwood to the new ball is remarkable for one who depends so much on flight for results, and it becomes all the more baffling when it is known that since his return from the English tour he has added the inswinger to his kit. The Queenslander could always bowl the one that swings away from the batsman.

Leslie O'Connor, who saw the possibilities in Hurwood before he was awarded a place in the State side, thinks the young Queenslander the best bowler with the new ball in Australia to-day.

THE LADIES' GOLF.

Members Now Number 100,000.

PALATIAL OFFICES.

About twenty years ago the Ladies' Golf Union, the governing body for women's golf, had the use of a little room over a shop in Regent Street, London; the Union moved into a suite of palatial offices at 39, Eccleston Square, S.W., in mail week, where Miss M. Macfarlane and her staff will in future conduct the administrative affairs of the Ladies' Golf Union.

The remarkable growth of the game and its popularity amongst women has necessitated this move. Until recently a part of the premises of the Lady Golfers' Club in Whitehall Court, Westminster, was occupied by the Union, and the secretary of the L.G.U. was also the secretary of the club.

It is very difficult to compile a reliable list of the number of players affiliated to the L.G.U. Miss Macfarlane stated, but a list of members made up a year or two ago showed the number to be fully 100,000.

The Ladies' Golf Union is the first governing body in the game to have taken a suite of offices and engage a staff for the administration of amateur golf, so far as Great Britain is concerned.

KOWLOON GOLF CLUB.

Match With Happy Valley.

A match has been arranged between the Kowloon Golf Club and the Happy Valley section of the Royal Hong Kong Golf Club and will be played over the Kowloon course to-morrow.

Singles will be played in the morning and foursomes in the afternoon. Starting times have been reserved between the hours of 9 and 11 a.m. and 2 and 4 p.m.

The following are the teams:—
9.00 D. C. Wilson (Captain) (Kowloon) v. K. S. Robertson (Captain) (Happy Valley).

9.05 J. Mackintosh (Kowloon) v. H. Hampton (Happy Valley).

9.10 W. Paterson (Kowloon) v. A. O. Brown (Happy Valley).

9.15 H. Overy (Kowloon) v. H. M. McTavish (Happy Valley).

9.20 A. Eastman (Kowloon) v. H. H. Mundy (Happy Valley).

9.25 H. Ringshaw (Kowloon) v. A. E. Clark (Happy Valley).

9.30 G. H. Russell (Kowloon) v. G. W. McCleod (Happy Valley).

9.35 J. Fowler (Kowloon) v. W. M. Smith (Happy Valley).

9.40 H. T. Buxton (Kowloon) v. H. T. Brooks (Happy Valley).

9.45 P. Plummer (Happy Valley) v. C. E. Chalmers (Happy Valley).

9.50 W. Woolley (Kowloon) v. S. Stacey (Happy Valley).

9.55 W. Stoker (Kowloon) v. L. E. Longbottom (Happy Valley).

10.00 E. J. Johnson (Kowloon) v. F. E. Booker (Happy Valley).

10.05 A. Loughton (Kowloon) v. J. Shepherd (Happy Valley).

10.10 J. King (Kowloon) v. A. W. White (Happy Valley).

10.15 W. G. Trice (Kowloon) v. P. Morrison (Happy Valley).

10.20 J. Meyer (Kowloon) v. R. S. W. Paterson (Happy Valley).

10.25 Dr. Cogan (Kowloon) v. C. B. Robertson (Happy Valley).

LAWN TENNIS.

At the H.K.C.C. yesterday M. W. Lo, qualified for the semi-final round of the Men's Open Singles by defeating A. L. Sullivan, 6-4, 6-1.

In the Handicap Mixed Doubles T. J. Price and Miss Jones beat Clarabatt and Miss Brown 6-2, 7-5.

GRAND OPENING!

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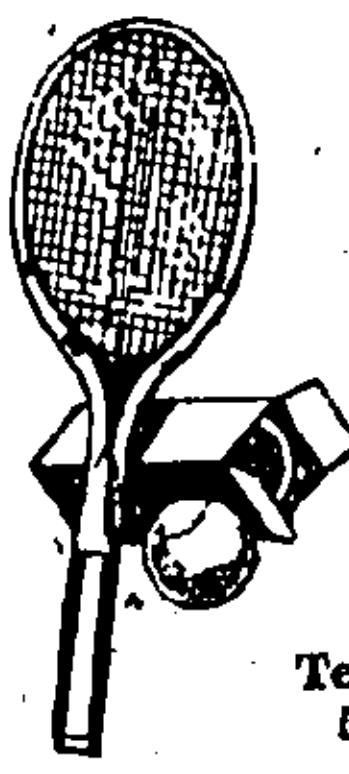
FROM PARIS.

GALLIA METHOD

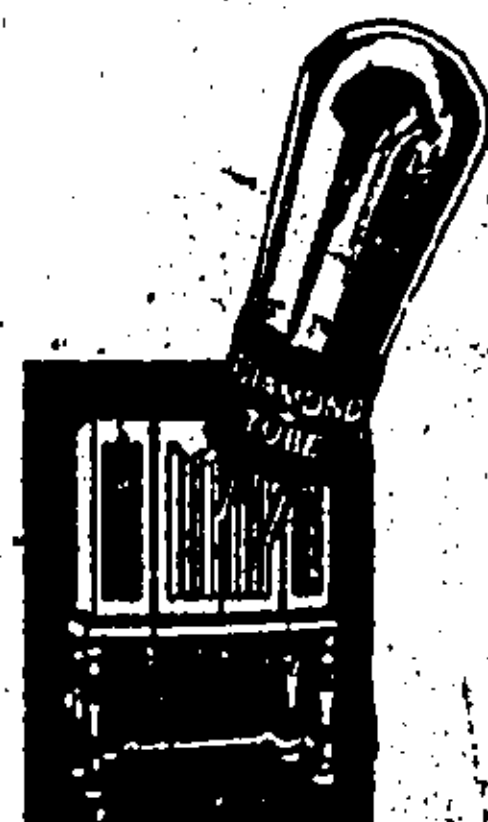
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ST. PAUL'S COLLEGE SPORTS.

Keen Struggles at
Annual Meeting.

EXCELLENT FINISHES.

In somewhat favourable weather, the twentieth annual athletic sports of St. Paul's College were held on the S.C.A.A. ground at Caroline Hill yesterday afternoon. The events, 22 in number, all provided keen struggles and excellent finishes.

At the conclusion, Mr. Evan G. Stewart (head master) addressed the large gathering. He said that it was the 20th annual meeting, and the weather had been extremely favourable. This year they had changed every event from yards to metres, which resulted in several records being broken. There were two remarkable features, said the speaker, and one was that the school was honoured by a large number of ladies, and the second was the remarkable 100 metres dash by girls of St. Paul's College.

The school was honoured with the presence of Miss C. Woo, M.B.E. (head mistress of St. Paul's Girls' School) who had so kindly consented to distribute the prizes. The speaker added that he had challenged Miss Woo to an inter-school sports meet, where the girls would have 15 per cent. start of the distance in every event. So far, he said, the challenge had been treated with contempt. (Laughter.)

He congratulated the winners, and the St. Joseph's College team on winning the invitation relay race. He expressed thanks to the S.C.A.A. for the kind use of the ground, the two Secretaries (Messrs. Ho Ka-lau and Ho Hin-kun) on their successful efforts, and the visitors for their presence. (Applause.)

RESULTS.

Senior 100 metres:—1st, Chiu Ping-hang (Class 3A); 2nd, Ching Shiu-nam (Class 2A); 3rd, Chan Yue-tin (Class 2B). Time: 11.5 secs.

Junior 100 metres:—1st, Wong Chung-suen (Class 1); 2nd, Yung Ki-fong (Class 2A); 3rd, Chiu Ping-cheung (Class 3A). Time: 12.6 secs.

Small Boys 100 metres:—1st, Li Ming-hang (Class 6B); 2nd, Li Ting-shun (Class 6B); 3rd, Lau Ping-pui (Class 6B). Time: 15.2 secs.

1,500 metres handicap:—1st, Lam Kau-tok (Class 4B); 2nd, Mok Fook-jin (Class 1); 3rd, Lo Ho-fai (Class 5A). Time: 5 mins. 22.5 secs.

Senior 200 metres:—1st, Chiu Ping-hang (Class 3A); 2nd, Ching Shiu-nam (Class 2A); 3rd, Yuen Chan-kuen (Class 1). Time: 23.6 secs.

Junior 200 metres:—1st, Yung Ki-fong (Class 2A); 2nd, Wong Chung-suen (Class 1); 3rd, Chiu Ping-cheung (Class 3A). Time: 26 secs.

Small Boys high jump:—1st, Li Tai-lot (Class 7B); 2nd, Lau Ping-pui (Class 5B); 3rd, Ko Man-kwong (Class 7B). Height: 3 ft. 9 1/2 ins.

Junior high jump:—1st, Yung Ki-fong (Class 2A); 2nd, Chiu Ping-cheung (Class 3A); 3rd, Lai King-huen (Class 2A). Height: 4 ft. 9 ins.

Senior high jump:—1st, Chiu Ping-hang (Class 3A); 2nd, Ching Shiu-nam (Class 2A); 3rd, Ching Shiu-nam (Class 2A). Height: 5 ft. 1 1/2 ins.

Small Boys 400 metres:—1st, Li Ming-hang (Class 6B); 2nd, Li Ting-shun (Class 6B); 3rd, Ko Man-kwong (Class 7B). Time: 1 min. 19 secs.

Junior 400 metres:—1st, Wong Chung-suen (Class 1); 2nd, Chiu Ping-cheung (Class 3A); 3rd, Lee Wal-chee (Commercial Class). Time: 1 min. 4.9 secs.

Senior 400 metres:—1st, Chiu Ping-hang (Class 3A); 2nd, Ching Shiu-kwai (Class 1); 3rd, Chan Yue-tin (Class 2B). Time: 1 min.

Scout Race (400 metres):—1st, Lo Ho-fai (Class 5A); 2nd, Mak

In-ning (Class 3B); 3rd, Li Tai-lot (Class 7B).
Staff Walking Race:—1st, Mr. Mow Yuk-kwan (Hostel Class); 2nd, Mr. Hon Lun-fung (Class 4B); 3rd, Mr. Tso Yuk-wah (Class 2A).
Senior 800 metres:—1st, Cheung Shiu-kwai (Class 1); 2nd, Choi Kin-kwok (Class 3A); 3rd, Mak In-ning (Class 5B). Time: 2 mins. 30 secs.

St. Paul's Girls' School Inter-Class Relay (400 metres):—1st, Class Chung 1. Time: 1 min. 11.9/10 secs.

Old Boys' 200 metres:—1st, Mr. Chan Kang-chor; 2nd, Mr. Wong Man-kai. Time: 26 1/2 secs.

Invitation School Relay Race, 1,600 metres (4 runners):—1st, St. Joseph's College. Time: 4 mins. 3 secs.

Junior Low Hurdles (110 metres):—1st, Yung Ki-fong (Class 2A); 2nd, Chiu Ping-cheung (Class 3A); 3rd, Lai King-huen (Class 2A). Time: 18.6 secs.

Senior High Hurdles (110 metres):—1st, Chan Yue-tin (Class 2A); 2nd, Ching Shiu-nam (Class 2B); 3rd, Chiu Ping-hang (Class 3A). Time: 19 secs.

400 metres Relay (inter-class):—1st, Class 3A; 2nd, Class 1; 3rd, Class 2A. Time: 52 1/2 secs.

Senior 1,500 metres:—1st, Cheung Shiu-kwai (Class 1); 2nd, Choi Kin-kwok (Class 3A); 3rd, Mak In-ning (Class 5B). Time: 5 mins. 4 secs.

Senior Low Hurdles (200 metres):—1st, Ching Shiu-nam (Class 2A); 2nd, Chan Yue-tin (Class 2B); 3rd, Chiu Ping-hang (Class 3A). Time: 28.2 secs.

Small Boys' Long Jump:—1st, Lau Ping-pui (Class 7B); 3rd, Peter So (Class 7B). Distance: 18 ft. 10 ins.

Junior Long Jump:—1st, Yung Ki-fong (Class 2A); 2nd, Wong Chung-suen (Class 1); 3rd, Chiu Ping-cheung (Class 3A). Distance: 18 ft. 1 in.

Senior Long Jump:—1st, Chiu Ping-hang (Class 3A), Distance: 20 ft. 1 1/2 ins.; 2nd, Ching Shiu-nam (Class 2A), Distance: 18 ft. 6 ins.; 3rd, Chan Yue-tin (Class 2B), Distance: 18 ft. 1 in.

50 metres small girls' race (St. Paul's Girls' School):—1st, Wong Suei-ching; 2nd, Lam Wing-ngor; 3rd, Lee Sun-ho. Time: 8 1/2 secs.

Senior Champion:—Chiu Ping-hang (Class 3A), 27 points.
Junior Champion:—Yung Ki-fong (Class 2A), 23 points.

Small Boys' Champion:—Li Ming-hang (Class 6B), 10 points.
(Continued on Next Column.)

SHOCK FOR WINNER OF SWEEP TICKET.

Injunction Secured in
Dublin Courts.

BELONGED TO A POOL.

London, Yesterday. Mr. Justice Meredith in the Dublin Courts to-day, granted an application for an injunction restraining the Irish Hospital Trust from paying the first prize of the Grand National Sweepstake to Emilio Scala.

The application was made on behalf of two Italians who claimed that the winning ticket belonged to a pool.—Reuter.

Inter-Class Championship:—Class 3A, 68 points.

OFFICIALS.

President: Rev. A. D. Stewart.
Referee: Mr. E. G. Stewart.
Secretaries: Messrs. K. L. Ho and Ho Hin-kun.

Judges: Mr. C. L. Leung, Rev. C. B. Shan, Mr. Lo Hin-loi, Mr. Sung Man-chun, Mr. Lee Chung-fong, Mr. Chiu Yan-kwong, Mr. R. T. Nelson, Mr. Wong Shu-yao, and Mr. Chung Tak-kwong.

Timekeepers:—Rev. E. Lee, Mr. S. S. Leung, and Mr. Mow Yuk-kwan.

Starters:—Mr. Ko Sik-wai, and Mr. Wong Shu-pun.

Clerks of the Course: Mr. Tso Yuk-wah, and Mr. Hon Luen-fung.

Thanks.

The Committee wish to tender their thanks to the following who have kindly subscribed to the Prize Fund:—

The Rt. Rev. The Bishop of Victoria, Mr. E. J. R. Mitchell, Mrs. Wu Ting-fong, Mr. Kwok Shiu-lau, Dr. S. W. T'so, Messrs. U Sze-wing, Lee Hoi-tung, Choy Yat-hoi, Ho, Iu, O. W. Luke, B. Wong Tape, J. M. Wong, C. L. Leung, R. Shim, Wong Kam-ying, Yan Chiu-fat, Ma Wai-but, Ho Yan-kwong, Lee Kai-fai, Miss K. Woo, and Mr. Choy Chong.

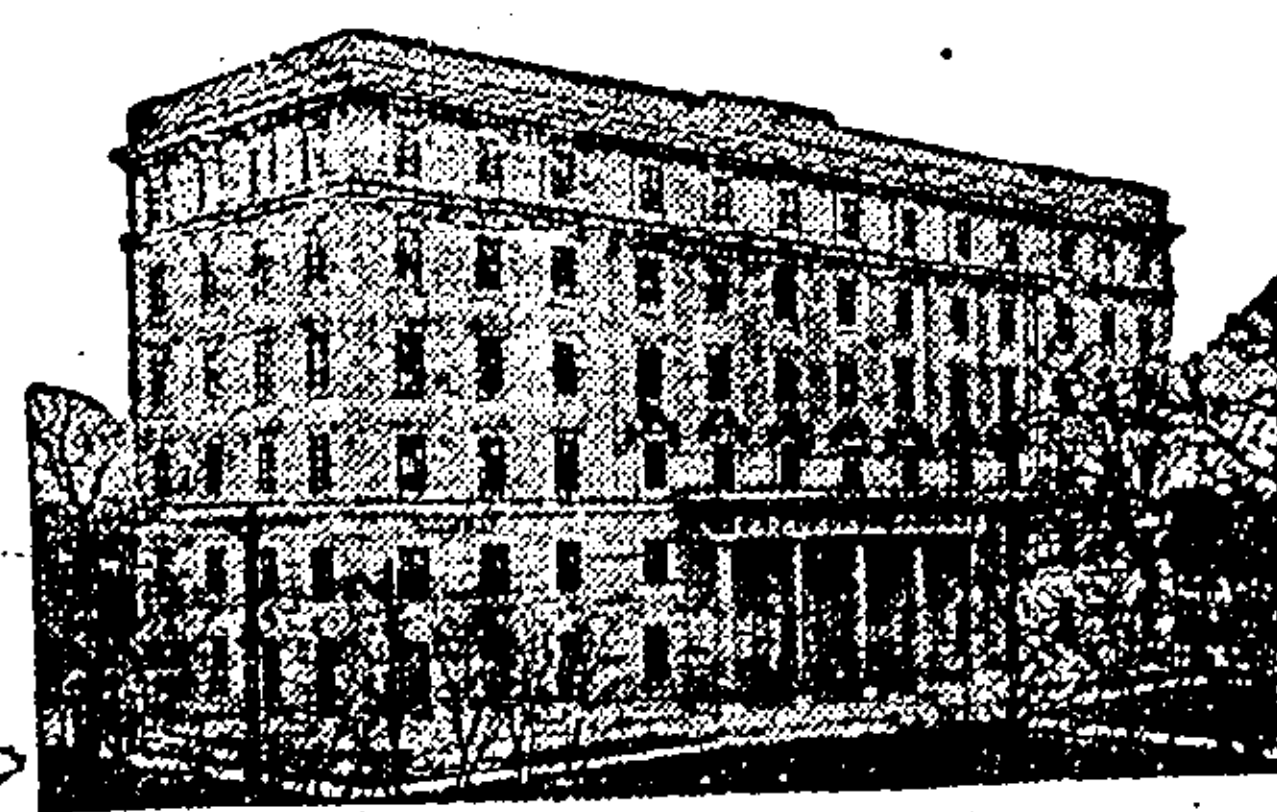
The Sun Co., Wing On Co., Chosen Co., Tai On Co., Tak Cheung Co., Wang Hing Co., Liang Yoo Sports Co., Chung Sang Sports Co., St. Paul's Old Boys' Union, China Sports, Tze Cheung Shing and others, also to the South China Athletic Association for the use of the ground.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 2nd April, 1931.

STOCK	Buy-ers	Sell-ers	Price	Vol.	Div.	Last dividend and when paid
Banks.						
Hong Kong Bank	9025	9035	...	...	...	[Final 43 bonus 21 for 1930 ex. 1/12 1/2] Mar. 9, 31
Chartered Bank	...	...	162	...	...	[Final 72 bonus 35 1/2 for 1930 ex. 1/12 1/2] Mar. 9, 31
Mercantile Bk., A.B.	...	...	244	...	...	[Final 24 bonus 12 1/2 for 1930 ex. 1/12 1/2] Apr. 31, 31
Bank of Asia	118	121	...	...	...	[Final 43 bonus 21 for 1930 ex. 1/12 1/2] Feb. 28, 31
Insurance.						
Canton Ins.	...	...	1880	...	...	[Final 27 for 1930 ex. 1/12 1/2] May 16, 30
Union Ins.	630	...	...	...	...	[Final 137 for 1930 ex. 1/12 1/2] May 30, 30
China Underwriters	3.00	...	...	...	...	...
China Fire Ins.	...	...	536	...	...	[Final 20 bonus 10 for 1930 ex. 1/12 1/2] May 30, 30
H. K. Fire Ins.	...	...	1300	...	...	[Final 20 bonus 10 for 1930 ex. 1/12 1/2] Mar. 29, 31
Shipping.						
Douglas	...	...	25	...	...	Last dividend for 1930...
H. K. Steamboat	26 1/2	...	...	...	...	[Final 54 for 1930 ex. 1/12 1/2] Mar. 4, 30
Indo-China (Pref.)	...	...	40	...	...	[Final 12 for 1930 ex. 1/12 1/2] June 19, 29
(Def.)	...	...	30	...	...	Last dividend for 1930...
Shell Transport	...	...	167	...	...	[Final 12 for 1930 ex. 1/12 1/2] Jan. 6, 31
Union Waterboats	...	...	36 1/2	...	...	[Final 12 for 1930 ex. 1/12 1/2] Mar. 31, 31
Mining.						
Beangts	...	...	10	...	...	Interim 25 cents for 1930...
Kailan Mining Ad. s/	...	...	38 1/2	...	...	[Final 43 for 1930 ex. 1/12 1/2] Mar. 31, 31
Langkat	...	...	8	...	...	[Final 43 for 1930 ex. 1/12 1/2] Dec. 30, 30
S'hai Exploration	...	...	11	...	...	[Final 43 for 1930 ex. 1/12 1/2] May 8, 30
Loans	...	...	51	...	...	...
Rauba	...	...	38	...	...	[Final 20 for 1930 ex. 1/12 1/2] Feb. 6, 31
Venezuela Gold Fields	...	...	...	...	...	[Final 12 for 1930 ex. 1/12 1/2] Mar. 10, 31
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	...	...	161	...	...	Last dividend for 1930...
H. K. & W. Docks	...	...	20 1/2	...	...	Last dividend for 1930...
South Ch. Motors	...	...	10	...	...	...
China Provident (old)	5.10	...	...	...	...	[Final 10 for 1930 ex. 1/12 1/2] April 6, 31
(new)	2.30	...	...	...	...	Interim 7.5 for 1930...
Hongkew	...	...	282	...	...	[Final 10 for 1930 ex. 1/12 1/2] Sep. 12, 30
N. Engineering	...	...	12	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 4, 31
Shanghai Docks	...	...	108	...	...	[Final 10 for 1930 ex. 1/12 1/2] July 30, 30
Lands, Hotels & Buildings.						
H. K. & S. Hotels	...	...	...	...	...	[Final 10 for 1930 ex. 1/12 1/2] Pending
H. K. Lands	...	...	84 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 10, 31
Shanghai Lands	...	...	418	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 19, 31
Humphreys (Cum Rm.)	...	...	16 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 24, 31
Right	...	...	3	...	...	...
H. K. Estates	...	...	11.30	...	...	[Final 10 for 1930 ex. 1/12 1/2] Pending
Chinese Estates	...	...	20	...	...	[Final 10 for 1930 ex. 1/12 1/2] July 21, 30
Cotton Mills.						
"Ewo Cotton	...	...	14.45	...	...	T. 0.75 for 1930...
Shanghai Cotton	...	...	108 1/2	...	...	T. 3.25 for half year 1930-31...
Zong Sing	...	...	11.60	...	...	T. 0.80 for year 1930-31...
Public Utilities.						
H. K. Tramways	...	...	17 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 27, 31
Peak Tram (old)	...	...	14 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] June 16, 30
(new)	...	...	8 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 18, 31
Star Ferries	...	...	91	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 15, 30
H. K. Electric	...	...	24 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 16, 31
Macao	...	...	23	...	...	...
Sandakan Lights	...	...	12	...	...	...
H.K. Tels. fully paid	...	...	98 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 11, 31
part paid	...	...	98 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 25, 30
China Bus	...	...	19.20	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 6, 31
S'pore Traction (Ord.)	...	...	60	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 6, 31
(Pref.)	...	...	10 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Feb. 6, 31
Industrial.						
China Sugars	...	...	80 1/2	...	...	In Liquidation...
Malacca Sugars	...	...	10	...	...	[Final 10 for 1930 ex. 1/12 1/2] Apr. 11, 29
Cald. Mag. Ord.	...	...	15	...	...	[Final 10 for 1930 ex. 1/12 1/2] Apr. 30, 30
(Pref.)	...	...	11 1/2	...	...	...
Canton Ice	...	...	8.30	...	...	...
"Cements (com.)	...	...	16.70	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 18, 31
(old)	...	...	11 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 18, 31
(new)	...	...	5.15	...	...	...
H. K. Ropes	...	...	18.40	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 27, 31
Stores, &c.						
Dairy Farms	...	...	24 1/2	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 18, 31
Wacsons	...	...	12.60	...	...	[Final 10 for 1930 ex. 1/12 1/2] Mar. 16, 31
Der A Wings	...	...	1	...	...	Last dividend for year 1930-31...
Lane Crawford	...	...	40	...	...	[Final 10 for 1930 ex. 1/12 1/2] May 10, 30
Mackintosh	...	...	30	...	...	[Final 10 for 1930 ex. 1/12 1/2] June 10, 29
Sincere	...	...	18 1/2	...	...	...
Wm. Powells	...	...	2.85	...	...	...
Miscellaneous.						
H. K. Amusement (old)	...	...	20	...	...	[Final 10 for 1930 ex. 1/12 1/2] Sept. 27, 30
(new)	...	...	17	...	...	...
Ch. Entertainment	...	...	10.60	...	...	[Final 10 for 1930 ex. 1/12 1/2] Pending
H. K. Constructions	...	...	5	...	...	...
B. Ind. G. Bonds	...	...	68 1/2	...	...	...
H. K. Govt. Loans	...	...	6 1/2	...	...	Interest half yearly...

*Speculative shares. *Sales to Shanghai.

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MOTORISTS—THIS IS YOUR PAGE

1931 WILLYS LINE.

Meets Demands of Modern Motoring.

Demands of the current era of motoring differ widely from the demands as well as expectations of a few years ago. All car owners recall that not long since they were satisfied with cars that had a cruising, or steadily drivable speed well below 60 miles an hour, while all that they required in the matter of power was an engine that would enable them to climb hills in their respective territories.

These demands of a few years ago, however, have changed and the car manufacturer who fails to recognize this and build according to the demands of the modern buyer, will quickly find a sales resistance difficult to overcome.

In the development of the Willys sixes and eights and the Willys-Knight six, engineers of Willys-Overland designed their products, not only to meet the current demand but to provide cars that would also meet future needs.

The introduction of the Willys Six a year ago powered by a 65 horse-power engine established a precedent in the field of the low priced sixes. This great power development for a low priced six also brought with it a high speed performance of more than 70 miles per hour to meet present-day demands. That performance is even bettered in the 1931 Willys Six.

Speed performance of this car, however, is not confined to high gear. Its ability to quickly accelerate to 48 miles an hour in second gear marks it as one of the most active cars ever built in any price class. In heavy city traffic, this fast second gear performance has proved its value, enabling the driver to make fast getaways at traffic lights and in weaving in and out of lanes when openings were available.

The Willys Eight driven by an engine that develops 80 horsepower

is another example of meeting every demand of modern motoring, and in its new low price range makes superior eight cylinder performance available to a wider field of buyers.

The Willys Eight has a high speed of better than 75 miles an hour and will easily do 50 miles per hour in second gear.

In the 1931 Willys-Knight line, the sleeve valve engine employed is the most powerful ever built by Willys-Overland, carrying with it the traditional advantages of this type of engine. This engine develops 87 horsepower and has a top speed of from 78 to 80 miles an hour and a second gear performance ample to make it a highly desirable car in congested traffic.

While there have been no major departures in the design of these 1931 power plants, certain refinements and improvements have been incorporated in them which better their former highly satisfactory performance. Not only have they proved their ability in heavy city traffic and on the wide open country highways but in the hilly and mountainous territory where the inbuilt stamina of an engine is subjected to its most rigorous tests.

WITH THE PRINCE.

H.R.H. The Prince of Wales and H.R.H. Prince George during their visit to the Buenos Aires Exhibition used a fleet of Humber cars.

The car for the Prince of Wales' personal use is a Humber "Snipe" attractively finished in black with pillar-box red wheels and black radiator shutters, the interior being upholstered in red cloth. Prince George's car is also a "Snipe" finished in royal blue, with wheels and radiator shutters in harmonising shades.

For state occasion the Prince will use a Humber Pullman Limousine also finished in blue, while his luggage will be transported in a Commer 2-2½-ton Van—another "all British" product.

MILES OF THRILLS.

—And Bacon and Eggs in the Morning.

About 700 motoring adventurers left their fireside last night to engage in the Motor-Cycling Club's 250-miles all-night run from London to Exeter and back to Shaftesbury, (says a mail week Daily Express).

They came to Virginia Water, near Staines, the starting point, ready for fog, snow, ice, or anything a mid-winter element might provide.

The only Christmas effect, however, was a postcard-like new moon that hung in a star-strewn sky. The night was Riviera-like, and the sidecar girls who came made up like Arctic explorers thus lost a lot of heroine worship.

But the weather might have played many tricks before Exeter was reached, and the sidecar girls had yet to prove their hardiness. The London-Exeterites are real motoring enthusiasts. They take part in the run simply because they like motoring as a sport, they regard the worst top hills as pleasure, and greet rock-strewn hills with hilarity.

They are out to test their driving skill and the endurance of their motor-cars and motor-cycles.

New Hill "Find." This year a new hill has been discovered which should cause a good deal of quiet fun. It is called the Black Hill, and it is near Cerne Abbas.

It boasts three hairpin bends, plenty of rocks, and a surface that is alleged to be worse than patches of the Kingston by-pass.

Black Hill was the one topic of conversation among competitors as they drank their steaming coffee while waiting the call to start.

They hoped it would come up to expectations!

The number of sidecar girls was fewer than in previous years. Some had got married. Others have got motor-cars of their own.

(Continued at foot of next column.)

SPEED RECORD COST

Capt. Campbell's \$6,000 from Own Pocket.

When Captain Malcolm Campbell was about to sail from Southampton in the White Star liner *Homeric* with his famous racing car *Bluebird*, to attempt to break the land speed record at Daytona, Florida, United States, he was handed the following cable from the American Automobile Association:

Daytona, refuses to advance over 6,000 dollars (\$1,200). Expecting you to put up remainder. Believe this entirely inadequate. Advised your American manager repeatedly against your sailing under such conditions.

Captain Campbell at once cabled the following reply:

Sailing to-day with car and mechanics. If any difficulties in U.S.A. shall proceed to New Zealand.

He then said:

"I cannot imagine why the authorities should send such a message at the last moment. It is disgraceful, for with my 3½-ton car packed on board it is impossible to do anything but go through with the voyage."

"On January 7 Mr. E. P. Woodbury, a member of the American A.A. Racing Committee, cabled: 'Am authorised by mayor and city men (of Daytona) and chamber of commerce to advise you that we all want you to come and will give you a hearty welcome.'"

Captain Campbell declared that his attempt would cost him anything up to \$8,000 out of his own pocket.

Captain Campbell subsequently broke the record with a speed of 245 miles an hour.

TOURIST TROPHY.

Supercharged Cars to Be Handicapped.

Important changes are foreshadowed by the R.A.C. for the Tourist Trophy Race this year. The handicap has been recast so as to differentiate between supercharged and unsupercharged cars.

During the three years that the race has been held since its revival in 1928, the handicap has not taken superchargers into account, but has been framed purely on a class basis.

The R.A.C. feels, however, that with the enormous increase in the reliability of superchargers and of supercharged engines, and the undoubted advantage that this type now enjoys over the unsupercharged engine, it is unfair to demand an equal performance from engines of equal capacity when one is supercharged and the other is not.

It is the opinion of the R.A.C. also that whilst there is unquestionably a wide future for the engine fitted with a blower, there is an equally wide future for the unsupercharged engine.

Since the Tourist Trophy Race is intended to develop all types of cars, it follows therefore that the handicap should be so framed as to offer an equal chance for all cars to demonstrate their qualities to the public.

To encourage entries the R.A.C. has reduced the amount of the entry fee to twenty guineas this year, and has extended the time during which entries may be received at ordinary fees by one month as compared with previous years.

It will no longer be necessary for cars to be weighed, and neither will it be necessary to carry ballast in any of the classes.

now; but those who started were as keen as ever.

"Why do we do it? Well," said one, "you see I work in a City office all the year, and it is good to get out on the road and ride through the night and have bacon and eggs before roaring fires at dawn, and if it snows, all the better. It is my one adventure of the year."

Turkey on the Way. The last competitor did not leave Virginia Water until 12.16. It took exactly four hours and three minutes to start the sixty-one motor-cycles, twenty-four sidecar machines, eleven cycle cars, and 208 cars.

One party, at any rate, intended to enjoy themselves. In their saloon car, one of the most lordly vehicles taking part, they had a little table set on which was a turkey and champagne glasses!

CAR SALES.

Sir Wm. Morris's Bold Bid to Capture Market.

The brightest spot in the whole of British trade appears to be the motor-car industry.

There is a growing popular demand for the small low-priced car and this demand will be stimulated by the new Morris two-seater at £100.

How the public will respond to the efforts of Sir William Morris to bring down prices remains to be seen, but 50 miles an hour and more than 40 miles to a gallon of petrol—which are promised with the new car—will go a long way towards bringing motoring within the reach of all and making it as popular as it is in the United States, the original home of the cheap car.

While depression seems the general topic in commercial circles, the motoring community is full of pardonable optimism and pride, writes H. Thornton Rutter, the Morning Post Motoring Correspondent.

The public bought more cars last Autumn than in the same period the previous year, and the consumption of petrol for the eleven months ended November 30 was 859,883,961 gallons, an increase of 175,261,188 gallons over 1929.

These official Board of Trade figures should silence critics in the oil industry, as an increase of 200,000,000 gallons in sales of their product, plus a proportional increase in lubricating oils by the end of the year, is nearly a 25 per cent. gain.

Whatever may be happening in America, British fuel distributing firms have done a large increasing trade at fair prices.

According to the Ministry of Transport monthly report, 11,212 new cars were registered and licensed in October, compared with 9,853 in October, 1929. Most of the prophets expected a reduction, but sales have increased by about 15 per cent. This is due to the wisdom of British motor manufacturers preparing a stock of their latest models early in order

that the public could "buy them off the shelf" to use a trade term.

Since the motor show at Olympia there has been a steady sale of new British cars. This steady sale, it is confidently expected, will continue because cars are cheaper and better than any previous year's production. It is also gratifying to know that although the value of the cars exported by British makers has decreased owing to lessened prices, the number is keeping well up, considering the general state of the export trade.

Actually November's exports of motor vehicles and parts show an increase of £103,142 over those exported in October, but are down in value by £247,264 compared with November, 1929.

Figures, however, show a joyful upward trend for the time of the year.

As usual, the small 8 h.p. car heads the list of those in popular demand for October as it has every month last year. No fewer than 3,411 cars of 8 h.p. were sold, of which only 388 were tourers. The remainder were saloons.

Second in the list is the 15 h.p. six-cylinder car class. The total sold in October was 1,867. Of this number 50 were touring cars and the remainder were saloons. These represent about 45 per cent. fewer sold than of the 8 h.p., which is as near to the inverse ratio of their respective engines as possible.

This is an interesting point, as it helps the motor manufacturer to lay plans for the future with greater accuracy.

After these two classes the 12 h.p. rating comes third in popular favour. It is a declining rating, however, as a year ago it was a close second to the 8 h.p. cars, the figures being 2,682 and 2,122 respectively.

Last October the 12 h.p. cars licensed that month for the first time totalled 1,650, of which 261 were open tourers and the remainder closed cars.

The new six-cylinder cars have played havoc with this 12 h.p. market of four-cylinder models, as the 15 h.p. class and the 16 h.p. class have robbed it of some 600 cars.

The 16 h.p. rated class of motor is fourth in the month's return, having risen in sales from 672

vehicles in October, 1929, to 1,223 for the same month in 1930. Of this total 46 were open touring cars and the remainder closed carriages.

All through the return of various individual tax ratings, the saloon largely out-numbers the open car. Perhaps that is not surprising considering the comfort that is given at no extra charge, or very little, compared with the cost of the open car.

Five electrically propelled cars were licensed in October. As electricity for charging batteries is to be much cheaper in the near future, perhaps London may again see the electric brougham as a "ghost" of the past on shopping and social errands.

[The motor-car industry enjoys the protection of the McKenna Duties.]

A MORRIS FOR \$100.

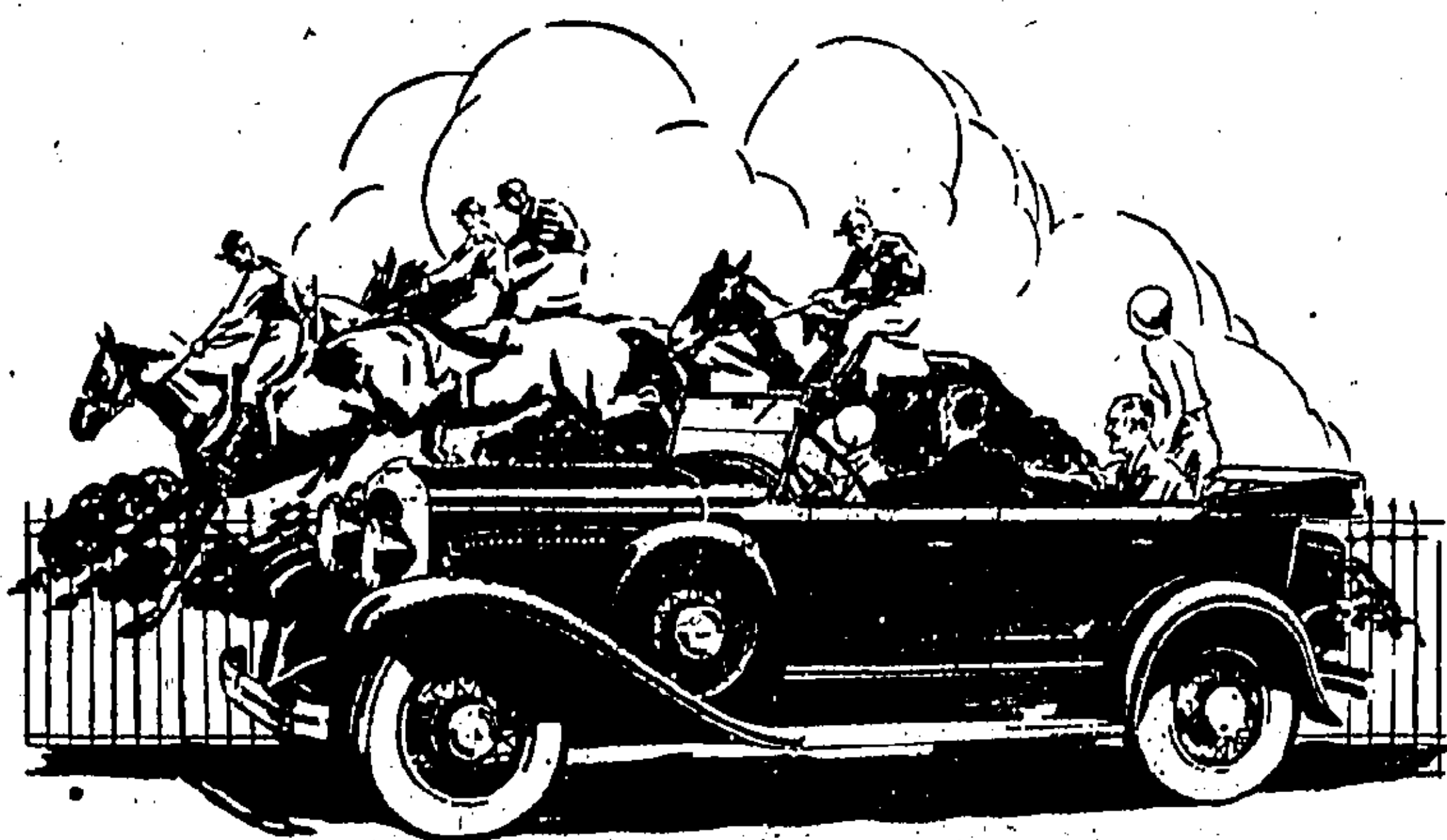
Tremendous interest has been aroused in motoring circles by the announcement of Sir William R. Morris, Bt., that Morris Motors Ltd., will shortly put on the British market, a car to sell at the phenomenally low price of \$100.

The name of this new model will be the Morris Minor S. V. Two-Seater. The engine only differs from that employed in the rather more expensive Minor models in that it is equipped with side-by-side valves instead of overhead valves and camshaft. Rigorous testing over a period of several months has established a normal fuel consumption of 40 m.p.g., while a speed of 50 m.p.h. is easily attainable. A three-speed gearbox is provided, and all four brakes operate direct on the wheel drums. Equipment is generous.

The body is coach-built, finished in grey cellulose and upholstered in red. In sheer value for money, this new Morris model sets a standard hitherto unparalleled in motoring, and should materially assist the cause of the British car in Overseas markets.

It is emphasised that production of the other Morris Minor models will continue exactly as before, with no alteration in either specifications or prices.

A BETTER CAR AT LOWER COST



That's the story of today's finer De Soto Six—a better automobile at lower cost. Even better than the famous De Soto Six that broke all sales records for a first-year car—and this means supremacy in its price class. Better! Smoother! Smarter! Safer! The finer De Soto Six has a larger, more powerful engine. And a new Steelweld Body—a real advance in body-building, a threefold achievement in strength, silence and comfort. Here's value not to be found anywhere near the new lower prices of the finer De Soto Six.

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OBTAINABLE AT ALL GARAGES UPON REQUEST.

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£198 SALOON.**Sir Herbert Austin
Reveals his "12-6."**

Two hundred motor-car dealers from all parts of Great Britain assembled at the Austin motor works at Longbridge to learn a secret which Sir Herbert Austin had promised to reveal, but although he addressed them for half an hour he left unanswered the one question that was on the tip of all their tongues.

"What is the price?"

That was the question which had for some weeks agitated the minds of car manufacturers and dealers, for rumour had made it known that Sir Herbert was about to launch upon the market a new Austin model, the first for eight years.

Months of Testing.

The experts saw the new "Twelve-Six" Austin, but only after Sir Herbert had let them examine it, and after he had told them of the years of research, costing hundreds of thousands of pounds, and of the months of testing the new model—disguised as lorries—over the roads in Wales, did he allude to the price.

Then catalogues were handed out revealing the price, £198, for the four-door saloon.

Sir Herbert's grey eyes twinkled as he heard the excited comments of the dealers, and acknowledged their congratulations.

He had thrown down the gauntlet to the car-manufacturers of the world. He had invited them to tread on the tail of his coat. But he made no extravagant claims for his new model.

"The future," he said, "is not likely to be satisfactory for high speed on the road with the new police everywhere. But this car will touch sixty miles an hour with ease, and will provide effortless acceleration from five to fifty-five miles an hour on top gear."

The Twelve-Six is a light six-cylinder motor-car equipped throughout with safety glass. The steel body is so finely made that it weighs no more than the fabric one, available as an alternative choice.

The tax is £14. It has a three-speed gear-box and wire wheels.

Adequate room for four passengers and sufficient for five is provided.

There are no gadgets on the steering column—just the horn button and headlight dipper, which operates magnetically. The windows open and close by winding handles, and behind the adjustable front seats foot rails are fitted.

As to the actual running, perhaps the best compliment that can be paid to Sir Herbert Austin is to say that the Twelve-Six has all the virtues for which the Austin Twelve is famous, plus the smoothness of a "six" and the price of £198.

MORRIS MODELS.

The attraction of the 1930-31 season Morris range of Overseas models has been still further enhanced by the following additions:

(a) Isis Saloon models can be fitted with sliding roofs at small extra cost.

(b) The Minor Coachbuilt Saloon is now offered in blue cellulose with brown Karhyde upholstery, at the same price as the dark maroon cellulose model originally listed.

SINCERE'S

**MOTOR
CYCLE
DEPT.
REMOVED**

**TO
PRAYA
SIDE**

**OF
The Building
(Ground Floor).**

A FLYING START.**British Design and
Workmanship.**

For the second time within two years a British driver in a motor car designed and built in Great Britain, of British materials and workmanship, has travelled faster on land than man had ever done before, and the world has been stirred by the achievement of Capt. Malcolm Campbell who, over the measured mile at Daytona Beach, Florida, piloted his 1,400 h.p. Napier Blue Bird racing car once up and once down at an average speed of 245.736 m.p.h., 14.37 m.p.h. faster than the record established by the late Sir Henry Segrave on the same beach two years ago.

The achievement of the late Sir Henry Segrave was the British manufacturers' proud challenge to all nations; that of Capt. Malcolm Campbell has placed British achievement on a pinnacle from which it will require considerable effort to dislodge it. Like the "Golden Arrow" the "Blue Bird" represents the highest degree of British craftsmanship in manufacture and demonstrated in a striking manner how British design, construction, and materials will acquit themselves when subjected to the most critical and abnormal test.

Inspired with that confidence in the excellence of its own products, which is the life-blood of a vigorous and virile industry, or nation, the British motor industry has shown that it is not content to rest on its laurels, and the success which has been attained by Capt. Malcolm Campbell but typifies the determination of those engaged in the industry to consolidate and to extend the progress made in the motor markets of the world.

As a further example of the success attending the British motor industry may be mentioned the recent successes secured in what is probably the greatest reliability trial in the motor world, the Monte Carlo Rally, where out of 149 entries British cars were represented by 46 or roughly 30 per cent. and, in face of the severest international competition, succeeded in securing, among other honours, the premier award in the class for cars of over 1,100 c.c. and again in the class for cars of 1,100 c.c. and under. These successes are eloquent of the high degree of efficiency attained by motor car manufacturers in Great Britain and cannot fail to enhance the already high reputation held by British cars all over the world.

Export Position Maintained.

Nor is the progress restricted to the gathering of awards, for while the unparalleled world depression affords ample explanation for any decrease in the export position it is gratifying to record that almost alone among the exporting industries the British motor industry has maintained its position and that it has made a promising start in 1931. This one finds that for the year 1930 the volume of its export business in all motor products reached a total of £13,262,146 only a little below that for 1929, while so far as the exports of motor vehicles alone are concerned these were 12,258 (value £1,815,988) less in 1930 than in 1929, a percentage of 29 per cent. in regard to numbers and 21 per cent. as regards value.

It is therefore surprising that, in a period of almost unprecedented world-wide trade depression the volume of British export trade should have been maintained at a figure only slightly below that of 1929, while it is gratifying to realise that in this it is in an almost unique position among the exporting industries of the world.

It is interesting to observe to what extent the growing popularity of the British light car may have helped such a situation for there are unmistakable signs that this type of road vehicle is proving that the virtue of road transport must always ultimately be a matter of economy of operation. Indeed it may be said that the ambition of all progressive countries to improve their roads, while assuring increased and efficient transport facilities to the countries concerned, will have the effect of increasing the potential demand for the British light car.

Segrave, and now Campbell, have given a heartening stimulant to the manufacturers, the owners and potential owners of British-made cars. Every item that went to the make-up of these marvellous examples of craftsmanship was manufactured in Great Britain. Every British built vehicle is a "Golden Arrow" or "Blue Bird" in essence, for the precision in design, the excellence of workmanship, and the high quality of materials that made the record-breaking machines are embodied in every vehicle that leaves a British automobile factory.

Most Powerful Car.

The successful British car, which weighs approximately 8½ tons, is of particularly low design and is propelled by a Napier racing aero engine. It is the most powerful car ever constructed, as the actual power obtained is 1,450 h.p., whilst its Napier engine has a greater power per 100 c.c. than any engine in the world.

This new Bluebird—the Napier

Campbell—although to all intents and purposes a new car, is really the same car that was designed and built in 1926, securing the world's speed record early in 1927 and in 1928 at Daytona with an average speed of 206.95 m.p.h., as well as the world's records for 5 miles and 5 kilometres, in South Africa in 1929 at a speed of 216 m.p.h. which records still stand. That the present attempt has been successful is a wonderful tribute to British workmanship and material.

First Produced in Clay.

Mr. R. A. Ralton, of Thomson and Taylor's, the well-known Brooklands experts on racing cars, was responsible for the re-design of this new "speed king." As long ago as May last, designs were prepared and a small plasticine model made with which exhaustive wind tunnel tests were carried out, to ensure that resistance has been reduced to a minimum, with the result that in the new modified Napier-Campbell was produced a car with a smaller wind resistance than any car of such high power, notwithstanding that the frontal area of 14.5 sq. ft. is greater than that of the "Golden Arrow."

The chassis was designed to enable Capt. Campbell to sit as low as possible. The central casing of the rear axle was, therefore, offset 7 in. with the result that the driver's seat is only 10 in. from the ground.

The two rear springs have different camber, so that when the car is at rest the body is slightly tilted to the outside. This provides that when engine torque comes into play, the chassis is brought on to an even keel.

A fireproof bulkhead is fitted immediately behind the engine, so as to obviate risk of danger to the driver in the event of fire.

The body is ingeniously arranged. Its framework of steel tubes is covered with aluminium panels. The body is in four sections. The tail portion, the only fixed part of the body, is designed on aircraft principles and gives the car the appearance of an aircraft fuselage on wheels. Another section encases the powerful Napier engine, whilst the cockpit, built specially round Capt. Campbell, is connected to the engine cowling by the third section of this body. The three latter sections are all easily detachable.

The body is a remarkable achievement and a tribute to the skill and organisation of Messrs. Gurney Nutting, as it was produced in less than six weeks.

**Baby Cars Tower Above New
Speed Car.**

The height of the scuttle from the ground is less than 45 in., lower than the popular "baby" cars, whilst the chassis clearance is only 5 in.

The wind tunnel tests demonstrated that with the radiator in front, the least possible resistance is obtained. The radiator is of the ordinary honeycomb type, designed specially for the car. It is separated from the rest of the body, yet its outer covering is streamlined with the rest of the car.

A special ventilator has been affixed in the cockpit so as to counteract the fumes of the engine, which are likely to be inconvenient in such an enclosed space as the cockpit of this car, where convenience has had to be sacrificed to reducing wind resistance.

Special fairings have been fitted to all four wheels. To obtain the greatest advantage from these, they have been built close up to the tyres. They are constructed of stout aluminium with the exception of a 6 in. overhang which is of smaller gauge. This is arranged so that should a tyre become deflated by a cut and the tyre hit the overhang, this would crumple up without harm to the remainder of the wheel fairing or possibility of overturning the car.

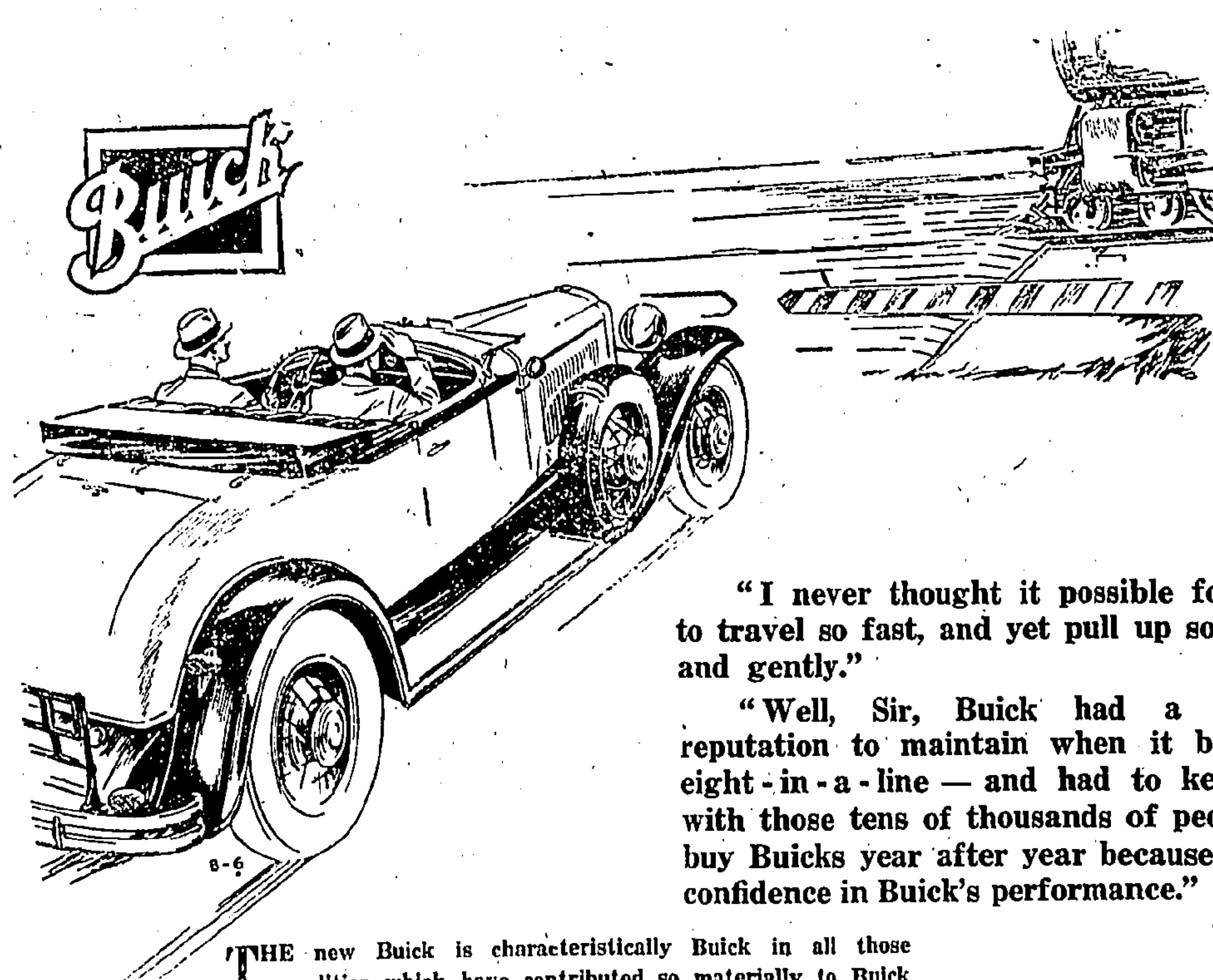
Rev. Counter as Sight.

A Smith's engine revolution counter is fixed inside the cockpit of this car, but in order to avoid the necessity of taking his eye from the course when travelling at great speeds, Capt. Campbell has had a duplicate affixed to the bonnet of the car on a level with his eyes. This is smaller than the one in the cockpit but is easily read from the driver's seat. This indicates the power obtained from the engine and at the same time tells exactly what speed the car is travelling at over the ground.

Capt. Malcolm Campbell already held the world's speed record for 5 miles with an average speed of 211 m.p.h., 5 kilometres with a speed of 216.03 m.p.h. and 1 kilometre with a speed of 217.45 m.p.h., whilst he was the first man to attain a speed of 150 m.p.h. on land and held the world's land speed record of 206.95 m.p.h. until it was beaten by an American car, which was in turn beaten by the present holder of the land speed record.

R101 Survivor as Engineer.

Among the engineers with Capt. Campbell to assist him was Mr. H. Leech, one of the survivors of the R101 crash. Mr. Leech obtained special permission from the Air Ministry to join Capt. Campbell, with whom he was on all his record-breaking achievements from 1921 to 1925.



"I never thought it possible for a car to travel so fast, and yet pull up so quickly and gently."

"Well, Sir, Buick had a 25-year reputation to maintain when it built this eight-in-a-line—and had to keep faith with those tens of thousands of people who buy Buicks year after year because of their confidence in Buick's performance."

THE new Buick is characteristically Buick in all those qualities which have contributed so materially to Buick leadership for a quarter of a century.

Buick has won public confidence on the sheer merit of its products year after year. Thousands of motor car buyers buy Buicks without even asking for a demonstration.

The new Buick, in all series, reflects—even more than any previous Buick has—the supreme value for the money that only an organisation like Buick and General Motors could possibly give.

Why not let us demonstrate the new Buick to you to-day?

114" Wheelbase Buick Models	H.K.\$6,955 to H.K.\$ 7,525
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MOTOR PIONEERS.**Early Cars in
Malaya.**

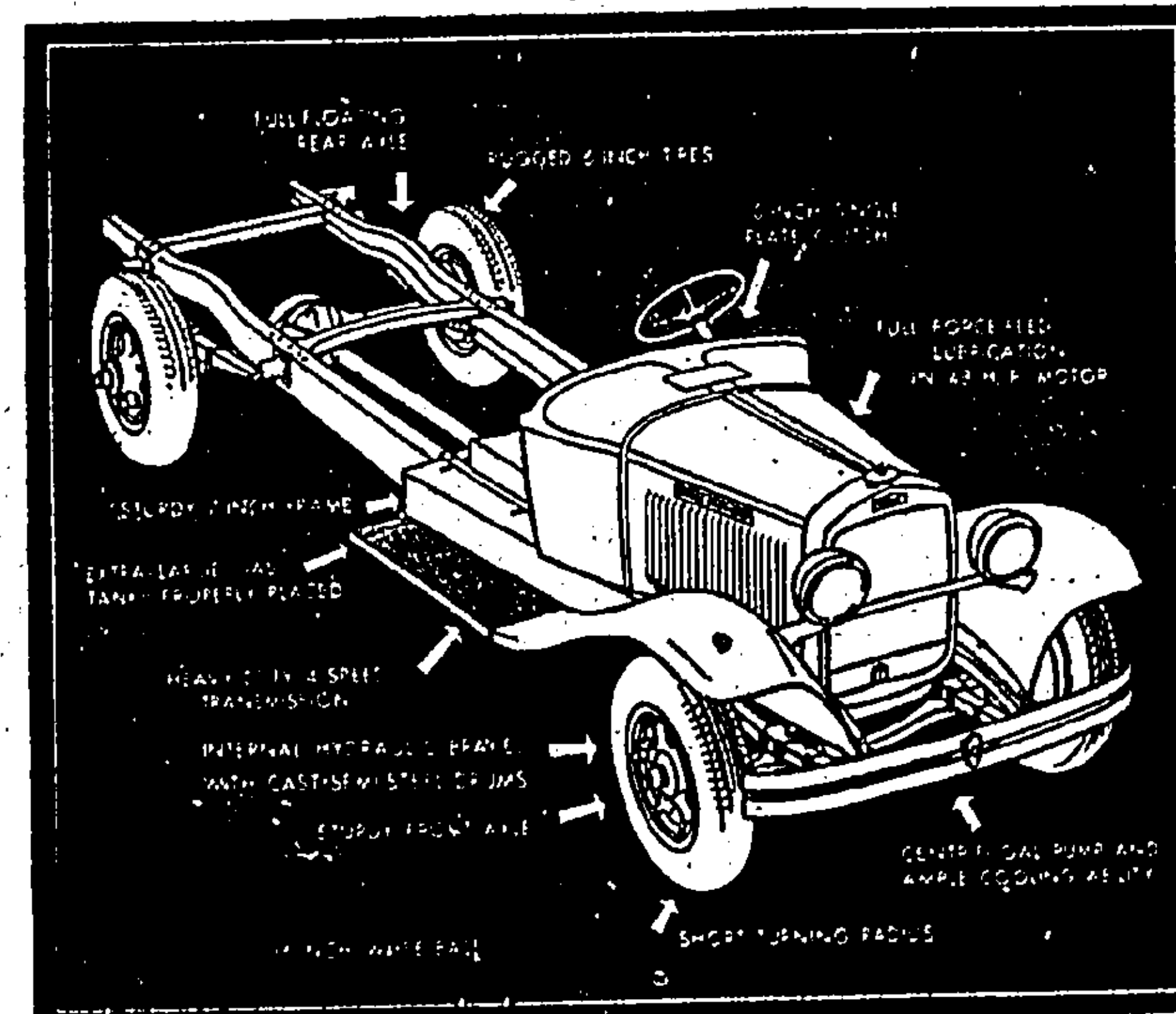
A recent Note on the early days of motoring in Malaya has brought to the Straits Times an interesting letter from Mr. C. F. F. Wearne, who, of course, was one of the pioneers of the industry here and is now back again in Singapore. Mr. Wearne started in business in Orchard Road on April 1, 1906, having taken over from Howarth Erskine's the agency and spare parts for the Oldsmobile cars. At this time, he says, Mrs. Owen was driving a two-cylinder British Star car, which was subsequently allotted the proud designation of the number "1" in Singapore, and Dr. Foville had a single-cylinder Rambler of American make. There was also a Thomas car owned by the New York Export and Import Co., which was taken over by Mr. Wearne. The first petrol-driven motor-car imported into Singapore came as long ago as 1895 for Katz Bros., and was driven about the town by Mr. B. Frost, of the Eastern Extension Telegraph Co. It was a single-cylinder belt-driven car with battery ignition, and was started by turning the fly-wheel by hand.

"My brother," says Mr. Wearne, "spent many a Sunday morning with Mr. Frost trying to coax this engine to start. Once it was going the rule was not to stop it until the car was finished with for the day." In 1905 Mr. T. J. B. Wearne set up a single-cylinder eight-horse-power Oldsmobile for Mr. W. Palliser, the contractor for the Singapore Tramways, and taught him to drive it.

The motor trade was now becoming brisk in Singapore, for in this year the Public Works Department, showing considerable enterprise, had a single-cylinder four-seater Wolseley, Dr. (now Sir David) Gallaway was driving his two-cylinder Albion, and Mr. W. Kennedy, of Howarth Erskine's, was using an eight-horse-power De Dion. Motor lorries began to come in about 1906, the first in use being De Dion and Albions.

The correspondent also mentions that the first Ford cars imported into Malaya arrived under exciting conditions in 1908. They came in a vessel which caught fire and had to be towed outside the Straits and sunk by gun fire. Subsequently she was raised and the cargo was sold by auction. It contained three Ford cars, which later were on the roads of Malaya with locally made bodies fitted. One was used for many years by Mr. Grant Mackie, of Ipoh, and the chassis is still on the premises of Universal Cars.

ARRIVING SHORTLY A NEW LOW PRICE DODGE STANDARD TRUCK



Now you can buy a Dodge Standard Truck with pay-load capacities up to 4000 pounds at a sensationally low price. It is typically Dodge in dependability, in looks, in speed, in power and ability to serve its owner long at low cost.

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

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Tel. 25644.

SPACIOUS FIREPROOF GARAGE
STORAGE, CAR WASHING &
POLISHING
(Service Day and Night)
AT VERY LOW RATES
MECHANICAL REPAIRS BY
EXPERT ENGINEERS.
Motor Accessories, Spare Parts,
Gasoline & Oils.
THE NATHAN GARAGE
Wing Lock Building,
Nathan Road, Kowloon.
Telephone 56948.

China Mail

Thursday, April 2, 1931.
Second Moon, 15th Day.

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大英四月二號 禮拜四
中華民國辛未年三月十五日

HONG KONG, THURSDAY, APRIL 2, 1931.

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Never be without it

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REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"HECTOR" 18th Apr. For M'les, L'don, R'dam and Glasgow
"ANOHRES" 21st Apr. For M'les, L'don, R'dam and Hamburg

LIVERPOOL SERVICE.

"TELESIA" 20th Apr. For Genoa, Havre, L'pool & Glasgow
"ELPENOR" 20th May For Genoa, Havre, L'pool and Glasgow

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"TYNDARRUS" 9th Apr. For Victoria, Vancouver & Seattle
"TYNDARRUS" 2nd May For Victoria, Vancouver & Seattle

INWARD SERVICE.

"AENEAS" Due 6th Apr. For Shanghai, T'iao, Taku and Dairen
"AGAMEMNON" Due 13th Apr. For Shanghai, T'iao, Taku and Dairen

PASSENGER SERVICE.

"AENEAS" Sails 7th Apr. For Shanghai, T'iao, Taku and Dairen
"HECTOR" Sails 16th Apr. For Singapore, M'les and London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire,
Agents.

DR. JOHN ANDERSON

MEMORIAL MEETING IN THE
UNIVERSITY.

MESSAGES OF CONDOLENCE.

An eloquent tribute to the memory of Dr. John Anderson was paid by Sir William Hornell, Vice-Chancellor of the University, at the memorial meeting held in the Great Hall yesterday.

The meeting was attended by the friends and students of the late Professor as well as by the Professors of the various faculties. A resolution of condolence proposed by the Chairman was passed in the customary manner, and is to be forwarded to the deceased's mother and family in Scotland.

Addressing the gathering Sir William said:-

"Dr. John Anderson is dead. He was so vital, so untiring, that those who enjoyed the intimacy of his friendship cannot believe that we shall not see him again."

"He was taken in the fullness of his vigour. We hear that he died of an operation; that is all we know. Of one thing, however, we can be certain and that is that he met his end with the patience and serenity which never failed him."

A Fine Raconteur.

After a brief sketch of Dr. Anderson's career, Sir William referred to his wonderful war reminiscences. Dr. Anderson was one of the best raconteurs he had ever met. "His never failing patience and humour smoothed many a stony path. No one could ever hope for a more genial and obliging colleague."

A message of condolence was later sent by the meeting to the Director of the Henry Lester Medical Research Institute, Shanghai.

CONGRESS CABINET.

ELECTED BY ALL-INDIA
COMMITTEE.

TO ATTEND PARLEY.

Karachi, Yesterday. Fifteen members of the Congress elected as a "cabinet" by the All-India Congress committee include Gandhi, Jawaharlal Nehru, and Mrs. Naidu with Vallabhai Patel as president. They are likely to represent the Congress at the new Round Table Conference.—Reuter.

LUCKY PULLER?

PROSECUTOR SAILS ON THE
FRANCONIA.

The absence of a complainant caused Mr. Schofield in the Central Police Court this morning to discharge a rickshaw coolie, Chau Yip, who was charged with the attempted theft of a hat.

Sub-inspector Barnett stated that the complainant was Mr. Hunter, a seaman on board the Cunard liner Franconia. He had warned him to attend Court at 9.30 a.m. but the ship had apparently sailed. Accused was handed over to an Indian Sergeant at 3.30 this morning, but the Police officer never saw the actual theft.

His Worship accordingly discharged accused.

KAILAN MINING.

The total output of the Administration's mines for the week ended March 21 amounted to 116,490 tons, and the sales to 110,114 tons.

NANKING TO BERLIN

AIR SERVICE.

Junkers' Plane Has
Excellent Flight.

ROUTE VIA MOSCOW.

Nanking, Yesterday.

A Junkers aeroplane hopped off at nine o'clock this morning, inaugurating the Nanking-Berlin air service. The plane stops at Tsinanfu, Peking, Mukden and Manchukuo.

At Irkutsk it will be met by the Soviet Government air service which will carry on the service to Moscow where the Lufthansa will meet it and operate the service to Berlin.

Safe Arrival.

Peking, Yesterday. The Junkers aeroplane from Nanking arrived here at three this afternoon after an excellent flight.—Reuter.

RIDDLE OF ARABIAN SANDS.

First Step Towards
Education.

BRITON'S GREAT TOUR.

London, Yesterday.

What explorers have hailed as the "first greatest step towards the final elucidation of the riddle of the sands,"—that of crossing the Rebkhalh great sandy desert in South Arabia, has earned Mr. Bertram Thomas, who performed the feat last Spring, the Founders' Medal of the Royal Geographical Society.

Mr. Thomas covered the 900 miles in 58 days and was the first non-Moslem and probably first man, to cross the hitherto unexplored tract. He is not yet forty and is Prime Minister to Sultan Oman.—Reuter.

MAJESTIC HOTEL.

SIR ROBERT HO TUNG FORMS
SYNDICATE.

TO PRESERVE BALLROOM.

Shanghai, Yesterday.

Sir Robert Ho Tung and six others have formed a syndicate for the purchase of the Majestic Hotel for \$3,500,000, should the Municipal Council decline the option, which expires on April 15.

The main object, it is said, is to preserve the famous ballroom from demolition in order to retain it as an international meeting place, for which purpose in the past it has been extremely popular with Chinese society.—Reuter.

NO DEADLOCK.

TRUTH ABOUT EXTRALITY
NEGOTIATIONS.

MERELY SUSPENDED.

Nanking, Yesterday.

Replying to enquiries regarding widespread reports that the Sino-British extrality negotiations have reached a deadlock, Sir Miles Lampson's staff states that the reports are untrue, adding that the conversations are merely being suspended over the Easter holidays.

Dr. C. T. Wang, the Foreign Minister, also denied that the negotiations had reached a deadlock.—Reuter.

CHINA CIRCUS.

NOVEL ENTERTAINMENT IN
WANCHAI.

COSY AND COMFORTABLE.

Those in search of an entertainment with some quite novel features should visit the China Circus, which is showing daily on the Reclamation ground at Wanchai.

The object of the proprietors has been to get together an aggregation of distinctively Chinese acts, and in this they have been most successful. We are all of us familiar with the skilful manner in which the Chinese, even small boys, can manipulate a shuttlecock with their feet. But to see this art at its best, one should pay a visit to the Circus, where one of the performers transfers the shuttlecocks from the sole of his foot to the crown of his head, back again, and round his body with position wizardry.

There are jugglers of various kinds. One of them, equipped with nothing more than a heavy china bowl, provides ten minutes of excellent entertainment. Another one combines a little hand-to-hand juggling with billiard balls with a few tricks with a lighted lamp, and some expert knife-throwing. On the whole, the juggling reaches a level not often seen here.

Another amusing turn is provided by a sifter, who imitates animals and birds with astonishing realism. This act proved highly popular with all sections of the audience last night.

In addition, a clever Chinese girl give a wire-walking act, and there are two good double and flying trapeze turns.

The tumblers and balancers give all the usual tricks, with quite a number of new ones, in neat and effective manner. They were received with rounds of well-merited applause.

There are several interesting animal performances, the clowns, with their bears, being especially popular with the children, who were also much diverted with the solemn antics of the elephant.

Every effort has been made to make the interior of the "big top" cosy and comfortable. The attendants are most courteous, and the show succeeds in being something original in the circus line.

CORPSE IN LANE.

SUSPECTED CASE OF
SUICIDE.

BODY DUMPED?

The Police are at present investigating a mystery caused by the finding of the body of a Chinese in a scavenging lane at the rear of No. 15, Austin Road, Kowloon. The corpse was discovered by a constable who was patrolling the vicinity early yesterday morning.

Marks round the throat point to the possibility of strangling. Owing to the absence of any traces of foul play in the alley, it is thought that he may have committed suicide by hanging, and, in order to waive the necessary enquiries, his relatives may have dumped the body in the lane.

The man, whose age is about 40, was dressed in a brown jersey and black cotton trousers. There were bloodstains on his hands and face.

The lowest open air temperature yesterday was 55 degrees. The humidity was 70 at 10 a.m. and 78 at 4 p.m.

AMUSEMENTS

AT THE
QUEEN'S SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

SINGERS, DANCERS, GLORIOUS GIRLS AND
THE REGAL BEAUTY OF COLORS THAT
TURN THE RAINBOW GREEN WITH ENVY!



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IN
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With
Davey Lee



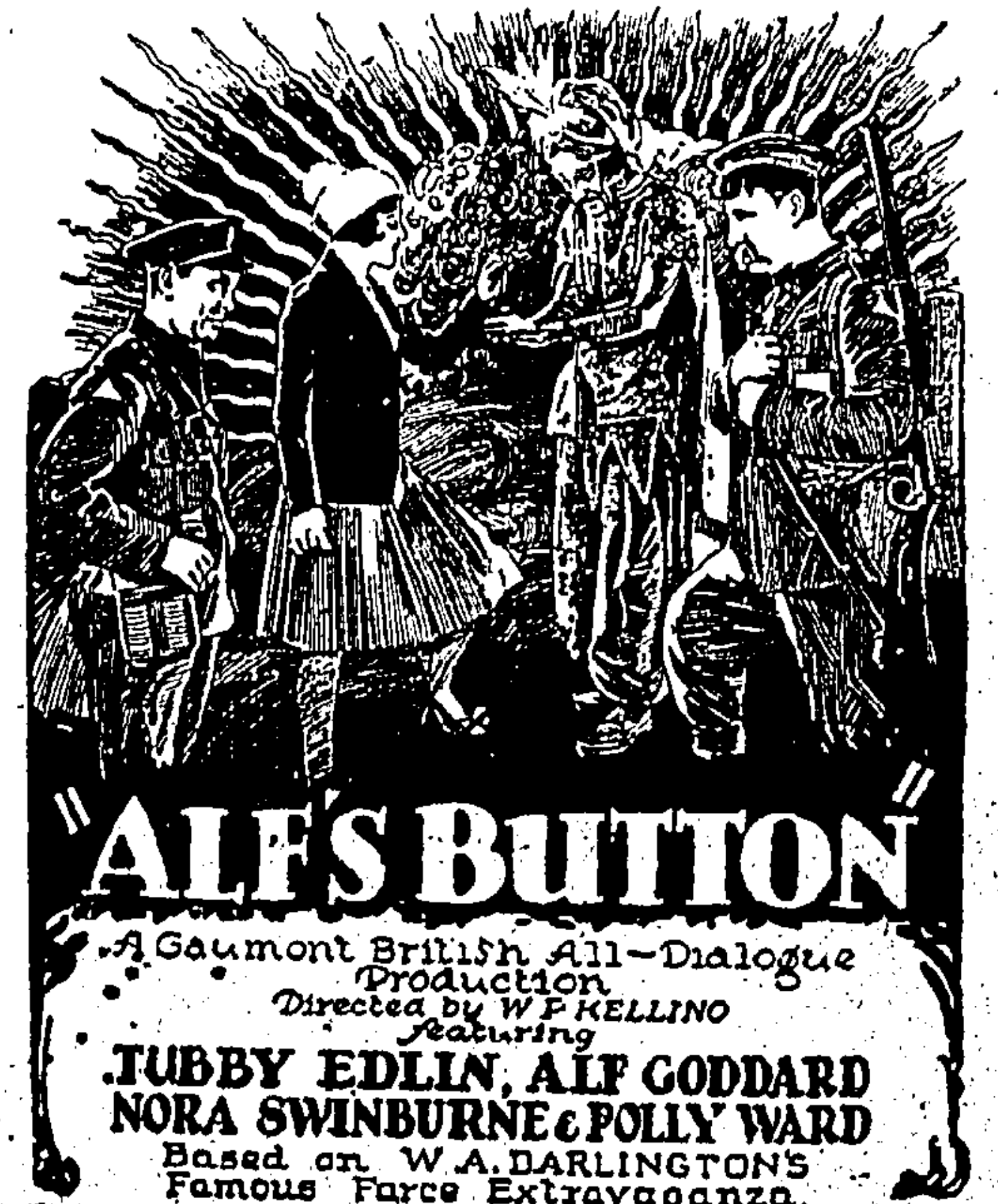
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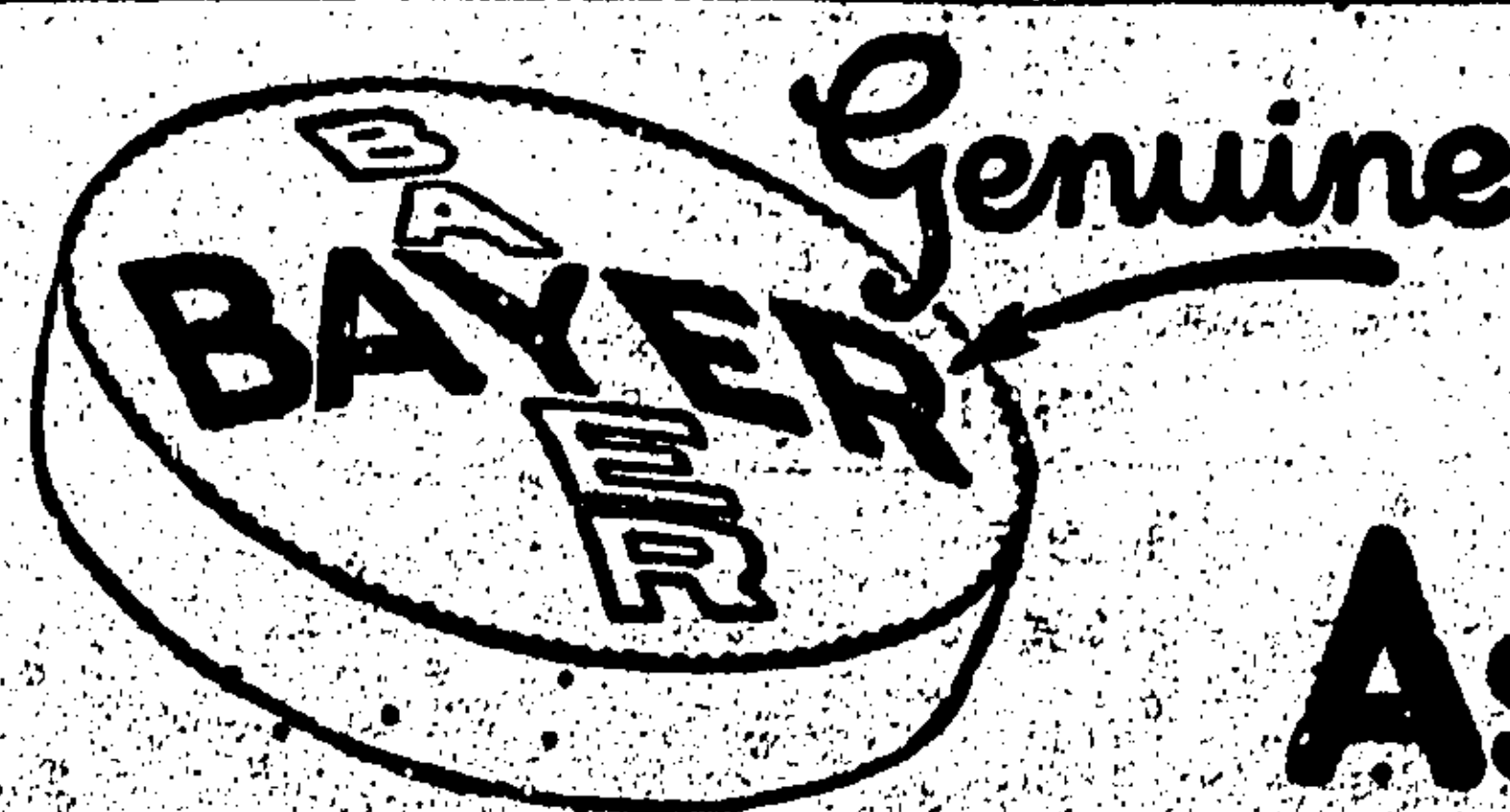
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